

# GRAIN DEALERS JOURNAL

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Equity Com'n's Co., grain, feed, mill prdts.\*  
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Watkins Grain Co., commission merchants.\*

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Rialto Elevr. Co., grain receivers & shippers.\*  
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Taylor & Bournique Co., shprs. corn, oats, barley.\*

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Oline Grain Co., consignments.

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Welsh Grain Co., grain, hay consignments.

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Herb Bros. & Martin, grain and hay.

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Marshall Hall Grain Co., grain com.\*

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Morton & Co., grain, hay and seeds.\*

Mullally Com. Co., Martin, consignments.\*

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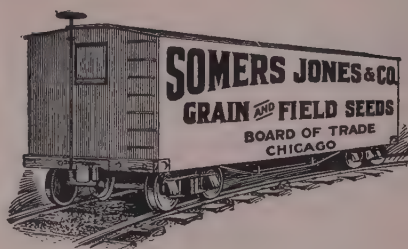
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We are Fully Equipped in Every Way to Give Best Service in Chicago

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## W. H. MERRITT CO.

### Grain Buyers and Shippers

CORRESPONDENCE SOLICITED

87 Board of Trade, Chicago, Ill.

# THE CORN EXCHANGE NATIONAL BANK OF CHICAGO

CAPITAL . . . . .	\$3,000,000.00
SURPLUS . . . . .	5,000,000.00
UNDIVIDED PROFITS . . . . .	1,500,000.00

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Barley a Specialty  
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Personal attention given Sample Grain

**F. S. LEWIS & CO.**  
GRAIN AND PROVISIONS  
Correspondence Invited  
50 Board of Trade CHICAGO

**H. M. PAYNTER**  
with H. W. ROGERS & BRO.  
GRAIN COMMISSION Correspondence Solicited  
522 WESTERN UNION BUILDING  
CHICAGO

Grain Exchange  
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# OMAHA

Grain Exchange  
Members

## BLANCHARD-NISWONGER GRAIN CO.

OMAHA, NEBR

ASK FOR DELIVERED CORN PRICES

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SELL OR CONSIGN US

"All We Know Is Consignments"  
**MERRIAM COMMISSION CO.**  
Brandels Bldg. GRAIN OMAHA

**Geo. A. Roberts**  
Grain Co.  
GRAIN MERCHANTS

Consignments  
a  
Specialty

Omaha, Nebr.

Omaha Consignments

RECEIVE MORE-THAN-SATISFACTORY-SERVICE  
WHEN CONSIGNED TO

**UPDIKE-GRAIN-CO.**

**BALTIMORE**  
I'LL SEE YOU AT  
**BALTIMORE**

September 25-27, 1916.

## WELSH GRAIN COMPANY

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SOLICITS YOUR GRAIN CONSIGNMENTS

ALFALFA AND PRAIRIE HAY FOR SALE

### You Know

You want to do business with  
the grain shippers. Tell them so.  
The Grain Dealers Journal  
reaches them.

**Beal Commission Co.**  
CONSIGNMENTS

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**CROWELL ELEVATOR COMPANY**  
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GRAIN  
Consignments Solicited  
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## THE OLINE GRAIN CO. CONSIGNMENTS

OMAHA, NEBRASKA

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**WHEAT - CORN - OATS**  
-TO-  
**DUMONT, ROBERTS & CO.**  
301-2 Cham. of Com., DETROIT  
"The top o' the market to you."

Established 1865  
**J. S. LAPHAM & CO.**  
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**H. C. CARSON & CO.**  
WHEAT - CORN - OATS - RYE - BEANS  
412 Penobscot Bldg., DETROIT  
"CONSIGN TO CARSON"

There is no better time to adver-  
tise than the present. Better  
start before your competitor.  
Write the JOURNAL today.

ESTABLISHED 1878  
**F. J. SIMMONS & CO.**  
Consignments a Specialty for Thirty-Seven Years  
GRAIN AND HAY  
ASK FOR OUR DAILY CARD BIDS

"Swift Service" Satisfies  
**Swift Grain Company**  
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Members: Detroit Board of Trade  
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of service.*

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**RANDALL, GEE & MITCHELL CO.**

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**Receivers and Shippers  
Grain and Mill Feed**  
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Est. 1855**GRAIN COMMISSION**

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**H. L. HANKINSON & CO.****GRAIN COMMISSION***Solicit Your Consignments*MINNEAPOLIS DULUTH  
MILWAUKEE**CHAS. E. LEWIS & CO.****Grain and Stock Brokers**Minneapolis, St. Paul, Duluth, Winnipeg  
MEMBERS NEW YORK STOCK EXCHANGE  
and all Grain Exchanges.**BENSON STABECK CO.**

Grain Commission Since 1903

**MINNEAPOLIS**

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**WINTER - TRUESDELL - AMES CO.****GRAIN COMMISSION MERCHANTS  
AND SHIPPERS**

MINNEAPOLIS DULUTH

**Pioneers in Grain***This company gives unexcelled service  
both to shippers and buyers.***The Van Dusen-Harrington Co.**  
Business Founded 1852

Minneapolis Duluth

**Cereal Grading Co.**

W. T. FRASER, Vice Pres. &amp; Mgr.

**GRAIN MERCHANTS**20 Years Experience in assembling and  
distributing Choice Rye for milling and  
distilling trade. Largest Rye handlers  
in the West. Also shippers ofChoice Milling Wheat, Oats, Barley  
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GRAIN BOOKS CASH TICKETS

**G. F. Olson Printing Co.**

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MINNEAPOLIS DULUTH**Woodward-Newhouse Co.****GRAIN COMMISSION**

Minneapolis, Minnesota

**Grain Shippers**and in fact all grain men who are  
wide awake and on the alert to  
get onto all the ins and outs of the  
grain business, subscribe for and  
read the Grain Dealers Journal**VEST POCKET GRAIN TABLES**

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2 1/4-in. wide by 8 1/4-in. long Price 50 Cts. Address  
**GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS**Board of Trade  
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**CAIRO, ILL. Sell or Consign Us**Chamber of Commerce  
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**SUPERIOR SERVICE**

Milwaukee, Wisconsin

**STACKS & KELLOG****GRAIN MERCHANTS**480 Commerce St. MILWAUKEE, WIS.  
We also handle all grades of chicken feed wheat, feed  
barley, screenings, off-grade and damaged grain,  
Operating Private Elevator**FRANKE GRAIN CO.**  
**GRAIN - FEED - HAY**Brewers Dried Grains  
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**COBB GRAIN CO.**  
PLAINVIEW, TEXAS  
Dealers in All Kinds of Grain and Seeds  
Members { Panhandle Grain Dealers' Assn.  
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WE buy anything from which molasses and chicken feed can be made. Do not consider quantity too large, but send us samples naming lowest possible price delivered.  
**COLONIAL CEREAL CO.**  
NORFOLK, VA.  
Millers of Molasses and Poultry Feeds

**LEE D. JONES**  
Memphis Tennessee  
"Consign it to Jones"  
Hay and All Kinds of Grain  
**ESPECIALLY RED OATS**

WRITE OR PHONE  
**L. E. SLICK & CO.**  
GRAIN-FLOUR-FEED  
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Commission Consignments Brokerage Sales to Arrive  
LEW HILL, Traveling Representative

**URMSTON GRAIN CO.**  
Indianapolis, Ind.  
Commission and Brokerage  
Thoroughly equipped to handle your shipments.  
Careful personal attention given each car.

**If You Have**  
the interest of your market at heart, support it earnestly, help to advertise it thoroughly and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.



**Chicago Hay Market**  
FOR BEST RESULTS  
Always Ship  
**ALBERT MILLER & COMPANY**  
192 North Clark St.  
"LARGEST HANDLERS OF HAY IN THE MIDDLEWEST"  
REFERENCES { First National Bank, Chicago  
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**Write Us** H. J. Hasenwinkle Co., want your consignments for the Memphis market.

**E. I. BAILEY**  
CLEVELAND, OHIO  
Receiver and Shipper of  
Corn, Oats, Millfeed  
ASK FOR PRICES

**THE GATES ELEVATOR CO.**  
Receivers and Shippers  
Grain, Hay and Millfeeds  
CLEVELAND, OHIO

**MATTHEW D. BENZAQUIN**  
GRAIN AND FEED  
Brokerage and Commission  
DOMESTIC AND EXPORT  
505 Chamber of Commerce, Boston, Mass.

**E. A. GRUBBS GRAIN CO.**  
Greenville, Ohio  
Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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Branches in  
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Specialists in  
Grain Elevator  
Accounting

### Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.



## The Roller Bearing Traveling Brush Carrier Used on the



## CLIPPER CLEANER

*is the only device that  
Keeps the Screens Clean*

The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

**A. T. FERRELL & CO.**  
SAGINAW, W. S., MICH.

*More than a scale—  
an efficient weighing  
service*



**Note  
this**

Weighs same weight per discharge on all grains.

Has one-piece even lever—not built up.

Reinforced hopper brush—prevents leakage.

You don't know Automatic Scales until you see and appreciate the many quality points of the

### FAIRBANKS Automatic Scale

It is more than just a combination of parts—it embodies the talent, the experience, the "know-how" of scale building that brings to you a successful weighing service.

*Find out about the FAIRBANKS first.*

**Fairbanks, Morse & Co.**

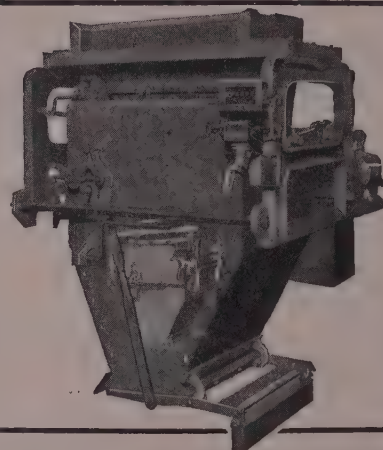
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## Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

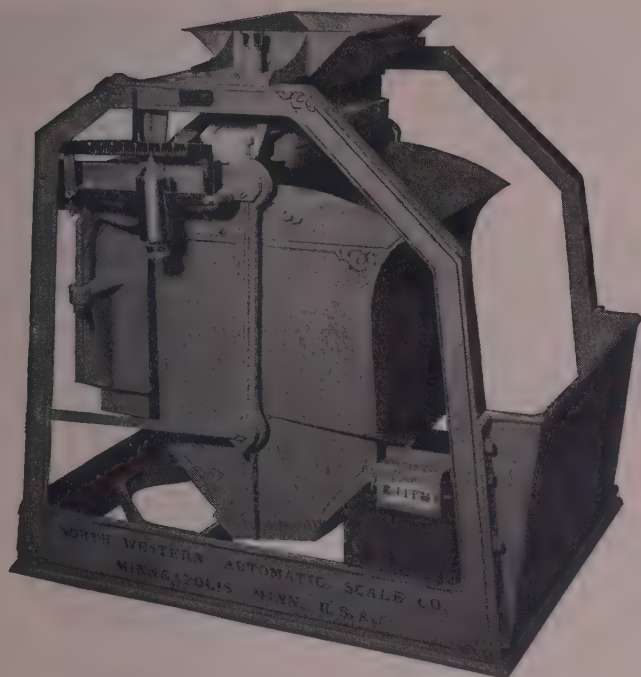
Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

ORDER FORM 43. PRICE, \$2.25

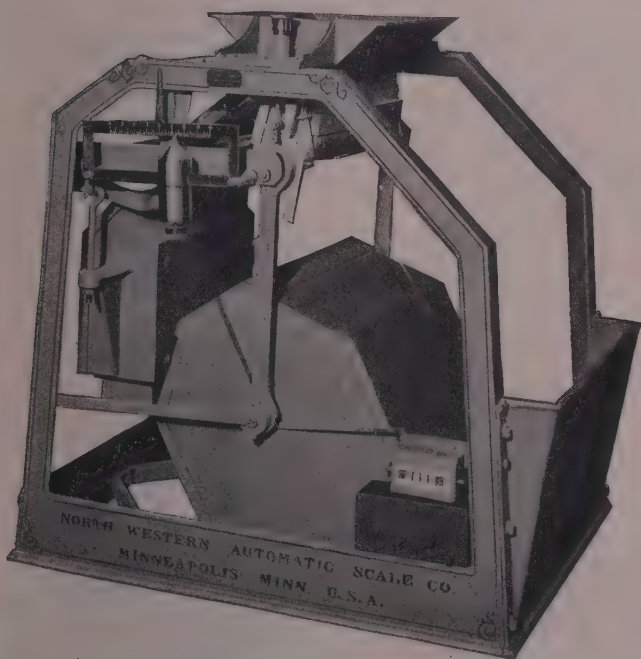
**GRAIN DEALERS JOURNAL**

315 So. La Salle St., Chicago, Ill.





Bucket in position to receive grain



Bucket in position to discharge grain

## Complete Satisfaction!

Scales in use prove the accuracy of the "Klingler" in weighing all kinds of grain under many and varying conditions—from lightest oats to wet corn.

That means complete satisfaction to the owner!

A user recently said:

*"If I couldn't get another 'Klingler,' I wouldn't take \$500 for mine."*

That leaves nothing to the imagination!

Note the two illustrations and you can't help but be impressed with the simplicity of the Klingler Scale—a minimum number of working parts—minimum chances for anything to get out of order.

The "Klingler" Automatic Scale was formerly called the "Northwestern."

The new well illustrated "Klingler" booklet is just off the press—do you wish a copy?

# KLINGLER MANUFACTURING CO.

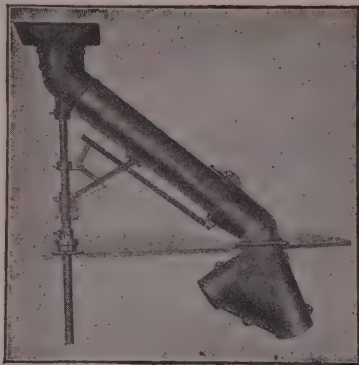
Formerly Known as

## NORTHWESTERN AUTOMATIC SCALE CO.

305 McKnight Bldg.

Minneapolis, Minn.

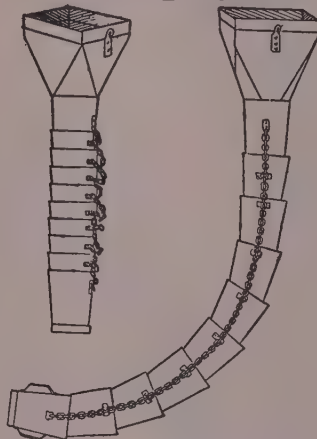




### The American Signalling Over-Flow Distributor

This is one of the most popular and up-to-date distributors in use; prevents elevator from choking; and the only distributor on the market that carries full capacity of elevator without choking. Manufactured from heavy cast iron and sheet steel. Write for special prices, stating number of bins and distance from work floor to elevator head.

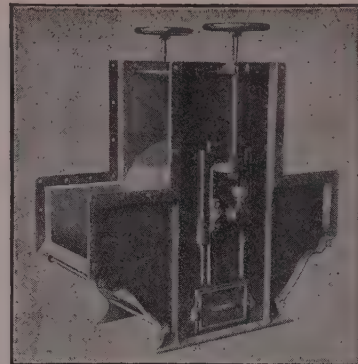
### American Flexible Chain Loading Spout



#### Flexible Loading Spouts

This is one of the most durable and satisfactory spouts manufactured. The chain lugs are of heavy steel and will not break. Furnished in any length; either round or square head. Sizes 6", 8" and 10" in diameter and made of 14, 16 and 18 gauge steel.

Our catalogue showing complete line of elevating and conveying machinery upon request.

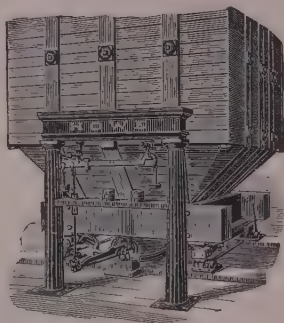


### Improved Non-Chokable Elevator Boot

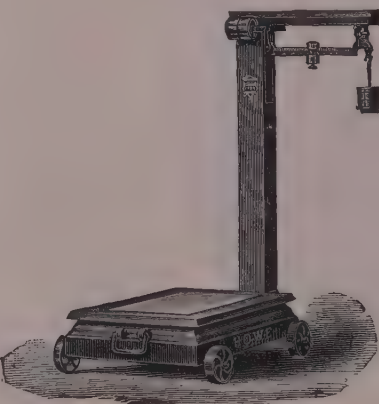
The entire boot is re-inforced with extra heavy flanges. The take-up boxes are absolutely dust proof. It is made extra strong to support the entire weight of leg, head, belt, buckets loaded or empty. Oscillating bearings equipped with hard oilers. Pulleys are 18" in diameter for all widths of belt. Prices upon application.

## AMERICAN SUPPLY AND MACHINERY COMPANY

1102 Farnam Street - - OMAHA, NEB.



Wagon Scales  
Hopper Scales  
Dump Scales  
Dormant Scales  
Track Scales  
Dairy Scales  
Automatic Scales  
Counter Scales



If your business is buying and selling by the lineal yard or rod, you use the most accurate rule, yard stick or tape line you can possibly buy. If your business is buying and selling by weight, you ought to have the best and most accurate scale made. We

have them. The **Howe** fills this description. Endorsed by thousands of users for their accuracy, length of service and freedom from repair troubles. Backed by sixty-three years experience and our ten-year guarantee.

Send us your old scale for repairs. Our expert can refit it and make it as serviceable as a new one.

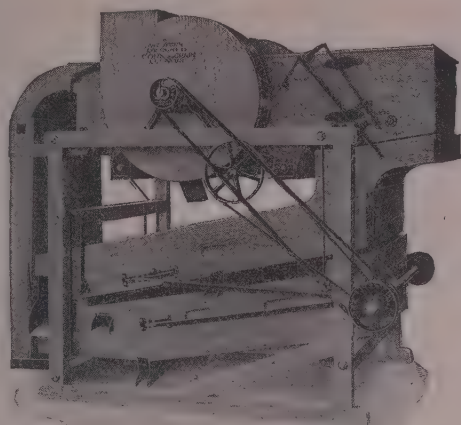
Distributors for Howe Scales



## NEBRASKA SCALE AND SUPPLY COMPANY

1104 Farnam Street, Omaha, Nebraska





*“Your Combined Corn & Grain Cleaner is giving excellent service. We are now sorry we didn’t buy it sooner.”*

**T**HAT’S what we are hearing daily from users of this machine. However, it is just like other machines of the “Western” Line, it was designed and built for a certain purpose and when it is installed in an elevator it does the work for which it was intended. That is where satisfaction comes in.

This is the work this machine does: It handles corn and cob as it comes from the sheller; It recleans corn, oats, wheat and other small grains without changing the screens. It embodies features not found in any similar machine, and is without doubt the most popular combination cleaner on the market. It’s one of the “Western” Line, that explains it all.

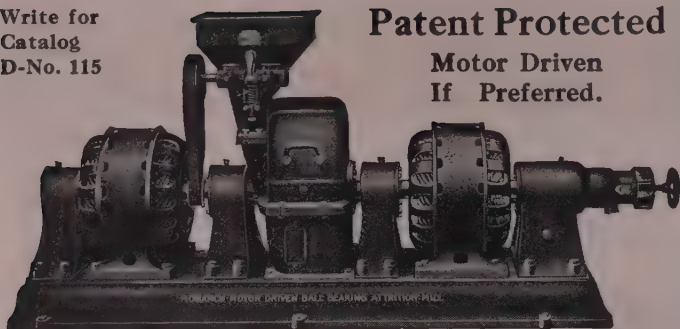
Write us for complete information.

**UNION IRON WORKS**

**Decatur, Illinois**



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Catalog  
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Patent Protected

Motor Driven  
If Preferred.

## THE MONARCH BALL BEARING ATTRITION MILL

The Original Ball Bearing Feed Grinder  
**Sprout, Waldron & Co.**  
Milling Engineers

Chicago Office:  
No. 9 S. Clinton Street

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MUNCY, PA.  
P. O. Box No. 26

## Molasses Feed Milling Machinery

We furnish plans, specifications, machinery and full information for the equipment of plants for the manufacture of molasses and mixed feeds in the most economical and satisfactory manner.

Our machines for this purpose and their accessories are all designed from experience; are carefully made and have proved in practice to be free from defects which require frequent repairs and adjustments.

Plants which we design and install are exceedingly low in their requirements of labor, power and attention and at the same time, high in the quality and quantity of their finished product.

Write for full information; which is free from cost or obligation.

### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.

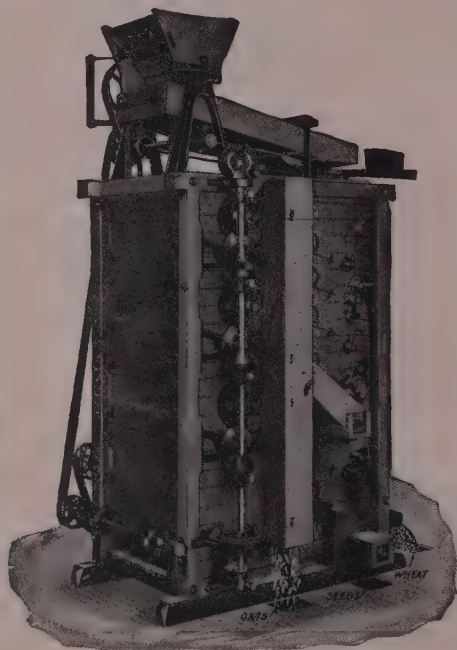


For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.



It is the returns from advertising that permits the maximum of service to our readers. Please specify the **Grain Dealers Journal** when writing an advertiser.



## RICHARDSON GRAIN SEPARATOR CO.

15th Ave. S. E. and N. P. Tracks

Minneapolis, Minn., Aug. 20, 1916.

Dear Friends:-

This year, of all years, you absolutely must have "Richardson Results" if you expect to "Get away with it." The Spring Wheat Crop is a great disappointment, but the wild oats are as abundant as ever. This means an Extra Dockage in your wheat—what is best to do about it? **JUST THIS**—Flood the sieves on your separator, and flood them good and heavy—the oats will be carried over on the blanket of wheat and will not up-end and go thru the sieves. **NOW GET THIS PART!**

A Richardson Oat Separator will positively reclaim all the wheat from these tailings, and will make a thoro separation too.

We are perfectly willing to send you a machine on trial and we want you to write us at once, if you want one of the machines for Fall use. Yours truly, **RICHARDSON GRAIN SEPARATOR CO.**



# SCIENTIFIC

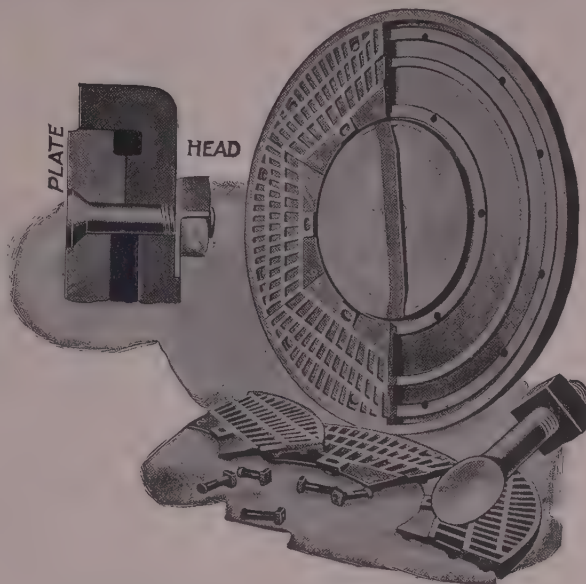
## THE PLATE IS THE HEART OF THE MILL

No attrition mill can turn out the right amount of work at the right cost unless the grinding plates are correctly designed and built.

"Scientific" plates are the perfected result of thousands of tests. The depth of the pocket, the width of the ribs, the proper number of ribs, have been determined with "Scientific" precision.

Daily physical tests in our foundry insure the right wear-resisting hardness of steel.

"Scientific" plates distribute wear evenly, and are guaranteed to operate efficiently with a minimum amount of power.

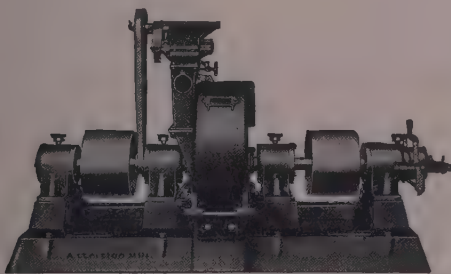


Note the heavy projecting flange of the head which guards against the spreading of the plate sections at the joints.

# Bauer

SCIENTIFIC

"Scientific" Ball Bearing Attrition Mills are built right throughout. Not alone in the construction of the plates or the design of the ball bearing housings, but in every structural and material feature, they are built for steady, economical profit-making service.



What you want and need is everyday efficiency and every-way economy. More than a thousand up-to-date mill operators are using "Scientific" Ball Bearing Attrition Mills with thoroughgoing success. That is our best testimonial as to the money-making and money-saving features of the "Scientific."

Write us today to find out what the "Scientific" will do for you.

## THE BAUER BROS. CO.

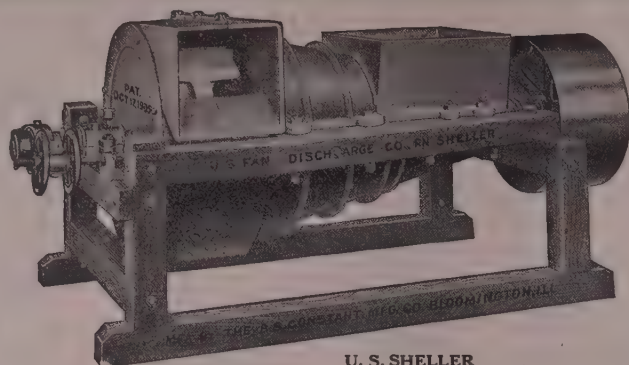
Formerly the Foos Mfg. Co.

506 Bauer Building

Springfield, Ohio

# SCIENTIFIC





U. S. SHELLER



U. S. CLEANER

## Two Absolute Necessities

You cannot expect to have an efficient, money-making elevator if your cleaning and shelling machinery is not up to standard. Upon these two machines, more than on any other part of your equipment, rests the prosperity of your business. In view of this you should right now look into this part of your machinery. Bear in mind that any sheller or cleaner will not answer the purpose. What you need is the sheller and cleaner bearing the

# CONSTANT

trade mark. It's the mark of superiority and satisfactory service. Write us for detailed information.

**K. C. Mill & Elevator Supply Co.**  
Kansas City, Mo.

**B. S. Constant Mfg. Co.**  
Bloomington, Ill.

## REGISTER YOUR NAME NOW

Anyone who has to do with the handling of grain in any shape or form, whether he be mill owner or head miller, the proprietor of an elevator or its superintendent, should see that he is provided with a copy of the new book which we are publishing. This book treats of every phase of the grain handling game. It tells you how to get the best results, what to do and what not to do. This book, entitled

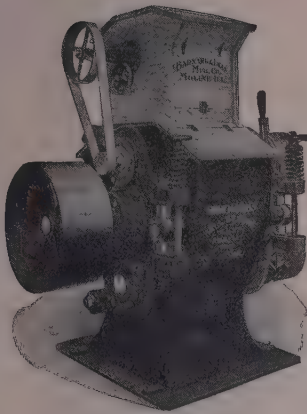
## MODERN GRAIN CLEANING MACHINERY No. 75

will be mailed to you free and will be ready for distribution in about two weeks. Send your name in now.

**THE S. HOWES COMPANY**  
SILVER CREEK, N.Y.



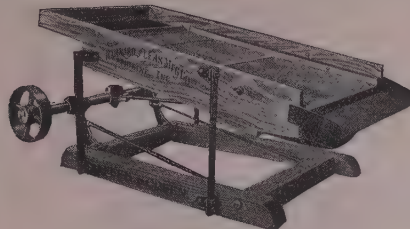
# Everything for Handling Grain



Feed Grinders

Barley Rolls

Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

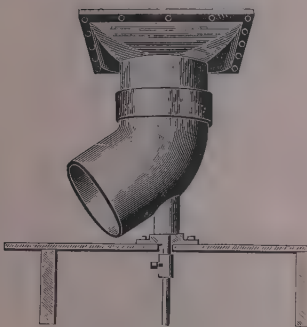


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



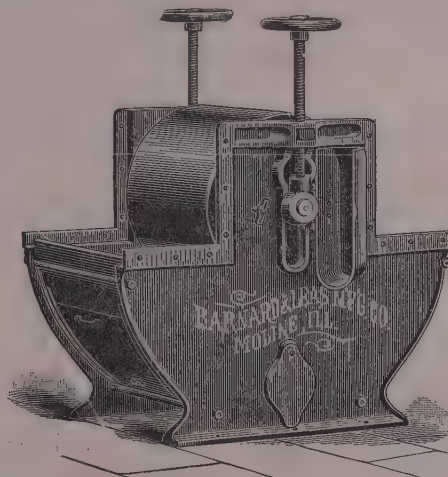
Friction Clutches

Rope Drives

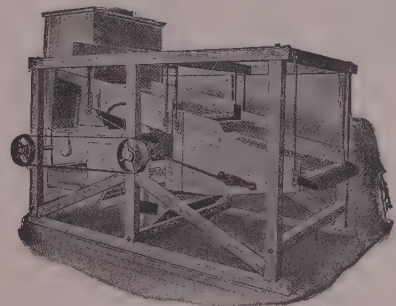
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Heads and Boots All Kinds



Corn Cleaners

Dust Collectors

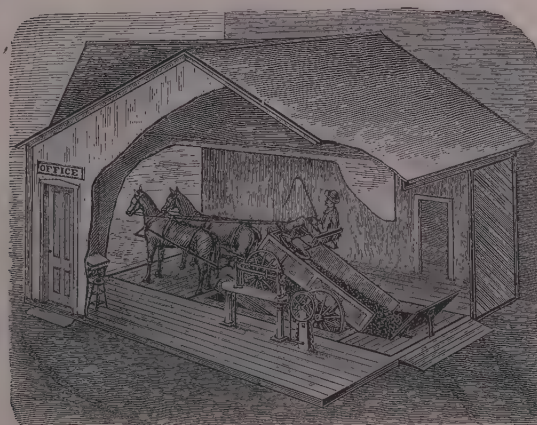
Perforated Metal

Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

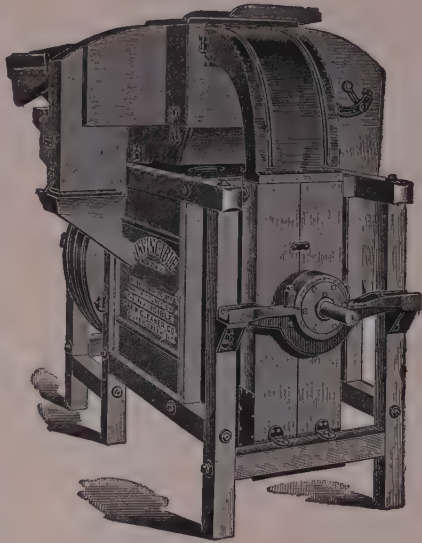
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Incorporated

Established 1860

MOLINE, ILL.





### Stop Losing Money

Clean your Smutty Wheat  
without water, lime or other foreign substances — on an

### Invincible Wheat Smutter

cleans the smuttiest wheat perfectly — in one operation.

*Write for full particulars and prices.*

### **Invincible Grain Cleaner Co.**

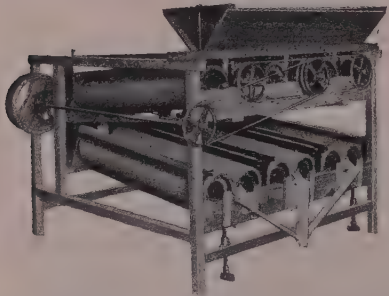
Dept. 4

Silver Creek, N. Y.

**Mountain City Milling Co.,  
Chattanooga, Tenn.,  
are equipping with these  
machines.**

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are built along the simplest lines, eliminating all wear except on the reel coverings. With ordinary usage these will last from 3 to 5 seasons.

Passage of seed to be cleaned is increased or diminished by raising or lowering the reels, according to the amount of dirt or foreign matter in the seed.

Shafting is operated in babbitted boxes and, as it operates at a low rate of speed, less than 1 h. p. is required to run the largest machine. *May we tell you more about it?*

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NORTH VERNON

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### **The WILFORD is the Acknowledged Best Grain Cleaner and Separator**



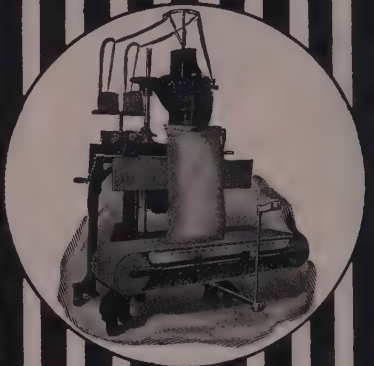
When it comes to buying a grain cleaner and separator, an ounce of satisfactory performance and practical experience is worth more than a pound of theory and "hope to make good." In offering you the WILFORD we are not banking on probabilities, something we "think" or "hope" will give complete satisfaction—but on a grain cleaner that has been put to the test by several of the largest grain elevators in the world, and not only made good, but exceeded all expectations.

These cleaners are in operation in the B. & O. and Western Maryland elevators at Baltimore. They are running daily, while cleaners of other makes lie idle. The U. S. Dept. of Agriculture in Baltimore also is using one.

Surely you do not need stronger evidence that the WILFORD is the machine for you. Write and ask us more about it.

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Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

#### **Union Special Machine Co.**

CHICAGO  
ST. LOUIS

MINNEAPOLIS  
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### **Prevent CLAIM LOSSES with TYDEN CAR SEALS**

Bearing shipper's name and consecutive numbers.

**6000 SHIPPERS**  
Are now using them.  
Write for samples and prices.



**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice-President  
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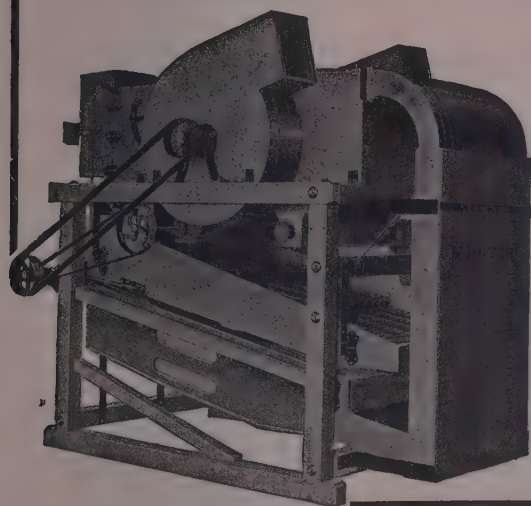


**Monitor**

**"COMBINED"**

**CORN & GRAIN  
CLEANER**

# Speed— in handling 2 kinds of cleaning



If you would annihilate time in cleaning work, obtaining the most speed in changes from one kind of cleaning to another this *exclusive* type of "Monitor" Combined Cleaner will give you the desired results. The World's *original* "Combined"—a machine that has made good in the hands of hundreds of critical users. 30 seconds to change from one kind of cleaning to another—carries two sets of screens—a change effected by simply throwing over distributor valve. Heavy-service, quiet, smooth running Cleaner, operating easily and dependably, delivering air cleaning and screen cleaning work beyond compare. The biggest buy in "speed" cleaners where varied consignments are received.

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We guarantee, not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 4000 Elevators, Flour Mills, Grain Inspection Departments, Boards of Trade and the U. S. Grain Standardization Department are using this TESTER.

Eliminates all guess work and saves all the WHEAT.

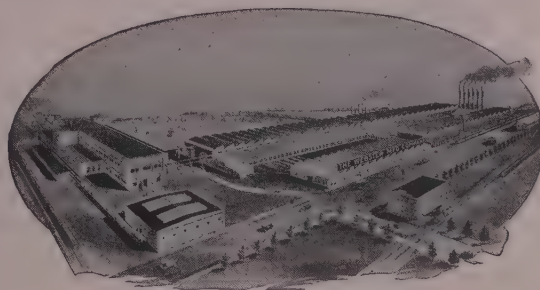
Farmers prefer selling where dockage is determined with the EMERSON TESTER.

Pays for itself in a very short time. Pleases the farmer as he sees the dockage is on the square.



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Campbell St. and M. C. R. R. DETROIT, MICH.



The Webster Factory at Tiffin, Ohio

WE could not successfully manufacture elevators, belt and screw conveyors, spouts, car pullers, clutches, and so on, unless a thorough understanding of elevator and mill problems and practices, an efficient corps of engineers, and a large and fully-equipped factory, all backed by forty years of practical experience, were at your service.

**The Webster M'f'g Company**  
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Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

**New York Rubber Company**  
NEW YORK (Inc. 1851) CHICAGO



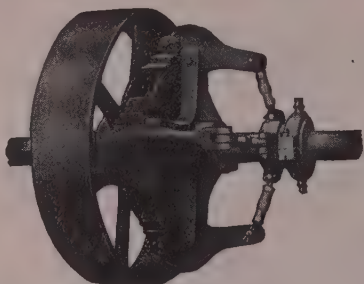
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**to do is to install an All Metal  
Fire Proof**

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is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

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USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolutely even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

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Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money  
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**USED EVERYWHERE  
WHY?**



To control your dump,  
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Something good;

And with you we're  
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And you could

Try our little Dump  
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Yes! you really  
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if you would.

This controller has  
complete control of  
the dump from the  
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pulled, and causes it  
to settle down easily  
and without the least  
jar and jerk.

We gladly send circulars  
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HIGH QUALITY OF RAW MATERIALS  
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IN  
REXALL DOUBLE-STITCHED BELTING**

**THAT MAKES IT STAND IN A CLASS BY  
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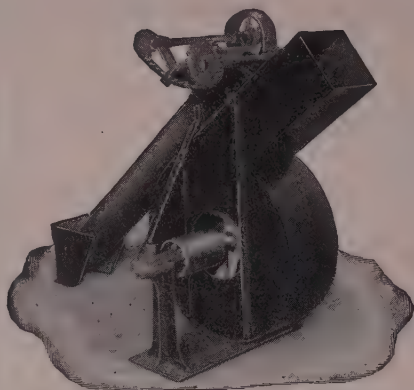
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Everything in Pneumatic  
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**I**F you are really anxious to learn the true merits and economical service of a

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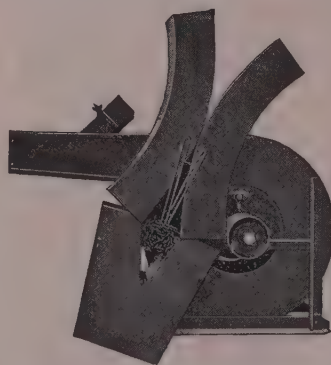
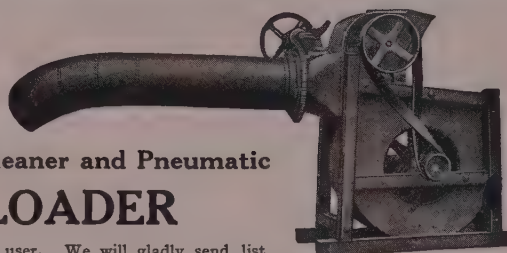
become acquainted with any user. We will gladly send list.

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It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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Bucklin Co-Operative Assn., Bucklin, Kas., says: "Best loader on the market."

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We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

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La Salle Street, Chicago, Ill.

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is the easiest to handle, largest capacity, least expensive—the most practical machine on the market.

If interested write us.

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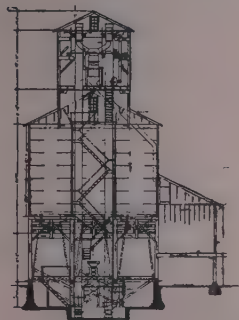
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Ceresit waterproofing is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator on account of water in boot or tank.

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It applies not only to new buildings, but to old buildings of brick, stone or concrete.

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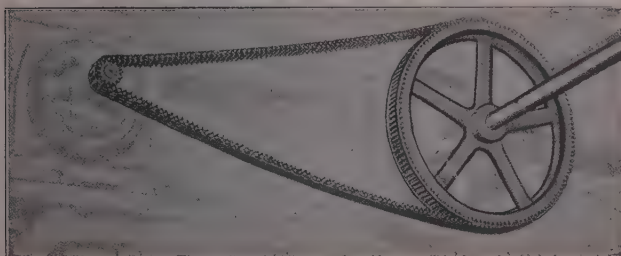
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to write for free Book on How to Effectively and Permanently Waterproof Concrete and Cement Mortar to Ceresit Waterproofing Co., 110 S. Dearborn St., Chicago.



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**NOISELESS — COMPACT — POSITIVE — EFFICIENT**

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Concrete and Tile  
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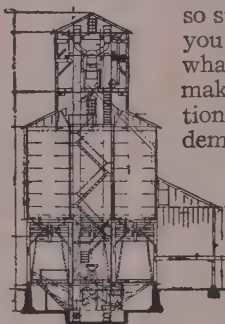
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so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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Burrell Engineering &  
Construction Company

1102-8 WEBSTER BLDG., CHICAGO  
(Opp. Board of Trade)  
711 Hubbell Bldg., Des Moines, Iowa.  
111 W. North St., Indianapolis, Ind.  
16 Hoke Bldg., Hutchinson, Kan.  
705 Baker-Boyer Bldg., Walla Walla, Wash.

## THE TOLTZ ENGINEERING COMPANY

CONSULTING ENGINEERS

PLANS—SPECIFICATIONS—SUPERINTENDENCE  
For

## Modern Fire-proof Grain Elevators



Western Maryland Elevator, 1,000,000 bushel capacity, Baltimore, Md.

MAX TOLTZ  
Mechanical Engineer  
President

W. E. KING  
Structural Engineer  
Treasurer

1410 Pioneer Bldg.

ST. PAUL, MINN.

Canadian Government Grain Elevator  
Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

## Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.







**C. & N. W. RY. Calumet Terminal Elevator**  
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work  
**John S. Metcalf Company, Limited**  
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND



**THE GIRARD POINT ELEVATOR**  
PHILADELPHIA, PA.

CAPACITY—1,110,000 BUSHEL. The Most Rapid Handling Grain Elevator in World. DESIGNED AND BUILT BY

**JAMES STEWART & CO.**

**GRAIN ELEVATORS**  
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO  
W. R. SINKS, Manager



**CONCRETE ELEVATOR**  
Buffalo, N. Y.

Reinforced Concrete—1,000,000 bu. capacity. Receiving capacity from boats 50,000 bu. per hour. Most rapid handling grain elevator on the Great Lakes. New addition doubling size of elevator now being constructed.

Designed and Built by

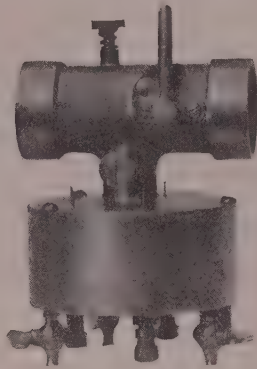
**MONARCH ENGINEERING CO.**

Chamber of Commerce

Buffalo, N. Y.



## Cut Out the "Tax on Gasoline" or Six Reasons Why You Should Use OUR KEROSENE CARBURETOR



- 1—Because it uses Kerosene successfully, and kerosene is from one-half to one-third cheaper than gasoline, and has greater explosive power.
- 2—Because Kerosene makes a more efficient fuel than gasoline for power, does away with carbon deposit, and spark plug troubles, reduces the friction load, and gives longer life to the engine.
- 3—Because it cuts the fuel "TAX" 60%. For instance: If you are using 25 gallons a day of gasoline at 20c a gallon, it costs you \$5.00. We will pull the same load with 23 gallons of KEROSENE at 8c a gallon, costing \$1.84, a net saving of \$3.16, or 63%.
- 4—Because you destroy no part of your engine or its equipment, you need no special tools to install it, and it pays for itself in 30 days on its own saving.
- 5—Because you can get a lower insurance rate by using KEROSENE, as there is less danger from fire by combustion, and there is NO LOSS by evaporation.
- 6—Because, last and most important, we guarantee to prove all the above under a bankable, money back guarantee.

References: American National Bank, Frankfort, Ind.,  
Dun or Bradstreet

**The Kerosene Carburetor Company, Inc.**  
FRANKFORT, IND.  
Dealers wanted everywhere

## A Real Trade Winner and Money Maker



The Diamond Ball Bearing Corn, Chop or Feed Mill, easily installed, requires little power and earns nice profit. Unequalled Corn Plates of Original Design. Special Attrition Plates for Screenings, Meal and Feed. 30 days FREE trial in your plant will convince.

Ask for Bulletin GDJ

**DIAMOND HULLER COMPANY**  
WINONA, MINNESOTA  
Disc Feed Mills. Disc Corn Mills,  
Horizontal Crushers

## You Can Sell— Your Elevator

by advertising directly  
to people who want to  
buy, by using a

**Grain Dealers Journal**  
Want Ad.

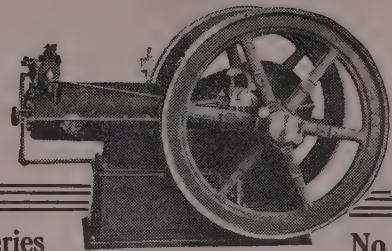
## Car Order Blanks

### FORM 222 C. O.

So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers  
Journal,**

315 So. La Salle St.  
CHICAGO, ILL.



No Batteries

No Cranking

No Delays From Breakdowns

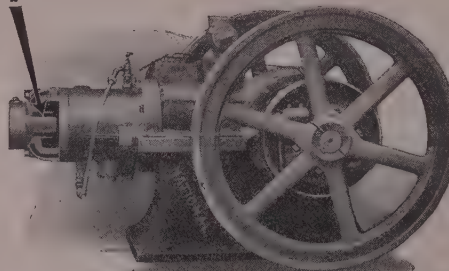
## THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

## A NATIONAL OIL ENGINE



is distinctively individual in more ways than one, but especially in its plan of ignition. This is one of the main features in any engine.

Write for  
Catalog

**NATIONAL  
STEAM PUMP  
COMPANY**

Upper Sandusky, O.

## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book. Price \$1.00.

## Grain Dealers Journal

315 La Salle Street,

CHICAGO, ILL.

—buy U. S. Advertised goods—



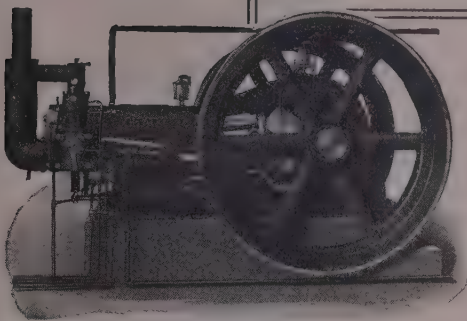
### ALWAYS WORKING

The CHARTER Type "R" Oil Engine is always on the job. It will deliver efficient service for you every day in the year, year in and year out, and do it more economically than any other engine on the market. The CHARTER is as nearly fool-proof and trouble-proof as it is possible to make it. Its simplicity is without an equal. It is this simplicity that keeps it working, it's the engine that you should have in your elevator to help you increase your profits. The power plant of an elevator plays an important part in the size of the year's profits.

We want you to investigate the CHARTER. Built in thirteen sizes ranging from 20 to 160 h. p.

**CHARTER GAS ENGINE CO.**

60-80 Wallace St., STERLING, ILL.



### What You Need in Engines You Get in a MUNCIE

In the Muncie you get SERVICE—QUALITY—ECONOMY—the three requisites for a money-making power plant. Quality means Service. Buy Quality and have Service. The true worth of an engine is not what you pay for it, but what it is worth in service.

First cost gives ownership only. The final cost is the service cost.

The best purchase is the better engine—A MUNCIE—which costs less to own and operate.

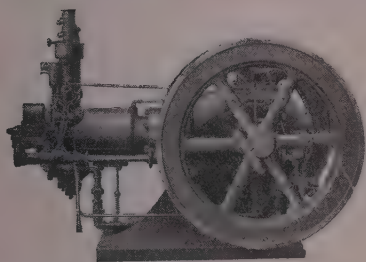
We want you to investigate the Money-Making Muncie, see it in operation at a nearby elevator. Write us for full particulars.

*There's More Money in Muncie-ized Elevators.*

### Muncie Oil Engine Company

516 Jackson Street

Muncie, Ind.



### Mogul and Titan Kerosene Engines

These engines, in 4, 6, 8, 10, 12, 15, 20, 25, 35 and 50 H. P. sizes, operate on kerosene and other cheap, low grade fuels, working as efficiently as the best gasoline engines, at less than half the fuel cost at present prices.

Kerosene is also safer than gasoline as fuel for grain elevator engines. Ask your insurance man.

The service you can get from this Company is an item worth considering. We have branch houses in 87 principal American cities, one of them not far from you, where complete repair stocks and expert help are available. It is a serious accident that puts an International Harvester engine out of commission for more than twenty-four hours.

Write to the address below and we will put you in touch with the nearest branch house, from which you will receive complete information.

**International Harvester Company of America**  
(Incorporated)

21 Harvester Building

Chicago, U. S. A.

### Immediate Delivery on Small Engines

THE stock of gas and gasoline engines from 2 to 20 h. p. at the big Philadelphia plant offers splendid deliveries just now.

Every one of these is a standard Otto design—the kind that have been showing the very lowest operating costs since the first were built in 1876.

A line from you stating briefly your requirements and operating conditions will bring at once detailed specifications and any other information you wish for any size engine from 2 to 20 h. p.

You will incur no obligation by communicating with us at once.

### The Otto Gas Engine Works

33rd and Walnut Streets  
PHILADELPHIA

15-17 S. Clinton St.  
CHICAGO, ILL.

114 Liberty Street  
NEW YORK

**OTTO** Slow Speed  
Gas and Gasoline **ENGINES**



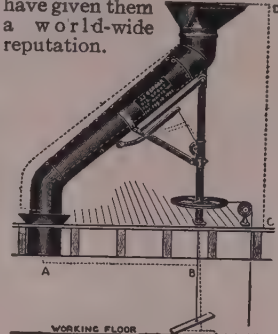
**Gerber Spouting  
Has No Equal**

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

**The Latest Improved  
Distributing Spouts**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

**J. J. GERBER**

MINNEAPOLIS

MINNESOTA

**SET OF BOOKS for Grain Dealers**

Form 380 Record of Wagon Loads Bought }  
Form 385 Record of Car Loads Shipped } **PRICE, \$3.50**  
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

**ELEVATOR MACHINERY**

**GRAIN DRYERS**—All sizes, **CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

**Grain Elevator Equipment**

of all kinds, ready for immediate shipment. Look over your plant and see what you need.

**Steel Spouting    Steel Boot Tanks**  
**Steel Loading Spouts**  
**Elevator Boots    Manlifts**  
**Swinging and Hanging Tensions**

We will gladly mail you our catalog describing our complete line. Write for it.

**HASTINGS FOUNDRY & IRON WORKS**

Hastings

Nebraska

**What Leading Engineers Endorse and Specify**

**The Humphrey Improved Metal Employee's Elevator**

is Especially suited for modern fire proof buildings.

A time energy and money saver.

Write today for particulars.

**NUTTING TRUCK CO.**

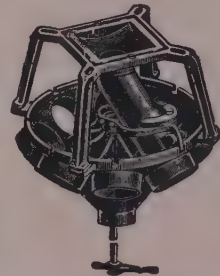
SOLE MANUFACTURERS

**FARIBAULT MINNESOTA**

Also Manufacturers of a Complete Line of Floor Trucks.



Andrew Carnegie tells why he got rich. "I've had more courage than some, I let the slow coaches use the old machine. Mine I chucked into the scrap heap quick."

**HALL SPECIAL  
ELEVATOR LEG**

will put you immediately on the road to riches, because it does double the work at same cost, and does it infinitely better.

Write for our Catalogues today.

**Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska**

**The Van Ness Safety  
Roller Bearing Manlift**

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.  
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness Construction Company**

404-406 State Bank Bldg.,  
OMAHA, NEB.

We Build  
Modern Grain Elevators

**Advertising**

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

**BOWSER  
FEED MILLS**

**GROW  
HEALTHY  
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

**The N. P. BOWSER CO.**  
South Bend, Ind.





# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**NORTHWESTERN OHIO** elvtr. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Will, Box 11, Grain Dealers Journal, Chicago.

**EASTERN NEBRASKA**—2 elevators for sale. Crop just commencing to move; fine crop prospects. Write Home, Box 1, Grain Dealers Journal, Chicago.

**ILLINOIS** 40,000 capacity elevator, modern, located on C. & E. I. R. R. Also coal business. One competitor. Address Eng-land & Hancock, Tuscola, Ill.

**NORTHWEST IOWA** 45,000 bushel plant for sale. Handles 200,000 bushels annually. Good competition. Sell 1,500 tons coal. Good town in best part of state. Write St. Box 3, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE** on C. G. W. R'y. in best Minnesota grain territory. 12 and 40,000 bushels capacities. Elevators in good condition. Winona Malting Co., Winona, Minn.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**SOUTHWEST MINNESOTA** 40,000 bushel elevator for sale. Heavy trade, also coal station, ships 800,000 bushels annually. Splendid crop being harvested. Good live town. For information address Shipper, Box 3, Grain Dealers Journal, Chicago.

**MINNESOTA** elevator with capacity of 25,000 bus. at Lakeville, on C. M. & St. P. Ry., 25 miles from Minneapolis. The only elevator in the village and in very good condition with both hopper and dump scales; all necessary cleaning machinery; gasoline engine and private office. Address J. J. Hynes, Rosemount, Minn.

## ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins,	Iowa	18,000 bu.
Hinton,	"	22,000 "
Alvord,	"	25,000 "
Sioux Center	"	20,000 "
Gerretson	S. Dakota	22,000 "
Sherman	S. "	40,000 "

These elevators will warrant careful investigation. Correspond with us at 1108 First National-Soo Building, Thorpe Elevator Co. Minneapolis, Minn.

**FOR SALE** 12M. bu. cap. studded elevator on Wabash R. R. close to Wabash River in Central Indiana. 250 ton coal bins. Storage warehouse 20x56. Lumber sheds 16x90. Elevator has 2 dumps, 3 stands of elevators. Automatic scales. Invincible cleaner, No. 3 U. S. Sheller. Steam power. All on private ground. Handles on an average of 60,000 grain a year. 14 cars lumber, 15 cars coal, besides 10 to 15 cars other inbound freight. No competition. Plant cost \$6,500. Best offer takes it as I wish to quit the business. Don't write without you mean business. Address Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## ELEVATORS FOR SALE

**IOWA**—Elevator for sale. Only one in town. Write Mrs. J. Lamm, Elkader, Iowa.

**SOUTHWESTERN OHIO**—For sale, three grain elevators, good locations, address Nora, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

**CENTRAL NEBRASKA**—Finely located elevator. Reason for selling, sickness in family. Big crop. Address Land, Box 2, Grain Dealers Journal, Chicago.

**MICHIGAN**—New 20,000 bu. elvtr., new lumber sheds and coal business in one of best hay, grain and bean sections. No opposition. Have reason for selling. Wattertown Lumber Co., Sandusky, Mich.

**WISCONSIN** 10,000 bu. cribbed elevator and coal business for sale on easy terms, as I wish to retire from active business. For particulars write A. T. Sanders, Fisk, Winnebago Co., Wis.

**MINNESOTA** Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minn.

**WESTERN WISCONSIN** 12,000 bushel elevator, good coal shed, wagon scale and office for sale. Good chance to ship hay and produce in connection. Located in a live town; good schools and fine adjoining territory. Write Chance, Box 3, Grain Dealers Journal, Chicago.

**COLORADO**—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

## MODERN CONCRETE ELEVATOR

The uniting of two propositions at one location here enables us to offer an exceptional opportunity for a Western Grain Dealer to open a branch house at Richmond, Va., a great growing Southern City, for distributing to the South, or for a Carolina Dealer who desires increased facilities at the best Southern Gateway.

A thoroughly Modern Concrete Elevator, and a Brick Warehouse, Power Shovels, Steel Leg, Fairbanks Receiving Scale, Automatic Sacking Scales, Separator, etc. Absolutely up-to-date quick handling house, up-keep nominal. Best location. Direct connection with C. & O. and R. F. & P. R. R., latter line handling Penn. and B. & O., practical direct connection with N. & W., quick connection to the A. C. L., Seaboard, Southern, and Norfolk and Southern.

Especially advantageous freight rates and transit privileges. Address

**HARRISON & BATES,**  
7 N. 11th St., RICHMOND, VA.

## BUSINESS OPPORTUNITIES.

**FOR SALE**—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

**BIG SNAP**—75 bbl. Mill, elevator, coal and feed business. Fine location, running. \$8,500.00, terms. Will take partner with capital or trade for clear land. Unless you mean business, don't answer. Address North Dakota, Box 1, Grain Dealers Journal, Chicago.

**THE FARMERS** Elevator Co. of Hartley have decided to sell their Flour, Feed and Coal business with warehouse, office and coal sheds on two railroads. Good thrifty town of 1,200.

Anyone interested write to F. C. Mast, Secy., Hartley, Iowa.

**AN OPPORTUNITY** for investment is offered to one or two grain men in a proposition now being developed. It promises especially favorable returns on the capital invested. The project is one closely connected with the grain business and affiliated industries, and association with those actively engaged in grain is desired. Write Personal, Box 4, Grain Dealers Journal, Chicago, Ill.

## WANTED.

**TO PURCHASE** all or controlling interest in Kans. or Okla. brokerage business. Only gilt edge propositions considered. Address Line, Box 4, Grain Dealers Journal, Chicago.

## INFORMATION BUREAU

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

**WANTED**—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.



**HELP WANTED**

**WANTED** Young man experienced in handling carload Grain, buying and selling. Good opening for right party. Give references, experience and salary. Address Claro, Box 4, Grain Dealers Journal, Chicago.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

**MILLS FOR SALE.**

**FOR SALE** 75 bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, O.

**FOR SALE** 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE** One 25 bbl. "Midget" Marvel Roller Flour mill all newly started Jan. 1, 1916. Also Electric Bleacher; Willford Three Roller Corn Mill, size 1; 20 h.p. Stover Gas Engine. Coal yard in connection. Buy our wheat and corn from the wagon. Stratford is the County seat of Sherman Co. on R. I. R. R., 440 miles west of Kansas City. Only mill in the County. E. W. Caldwell, Stratford, Texas.

**FOR SALE or Rent**—An up-to-date mill at Breesport, N. Y., in the heart of a buckwheat and dairy country; capacity 50 hbls. wheat flour, 100 hbls. buckwheat flour; 8 to 10 tons feed; grain storage 8,000 bu.; feed storage 4 cars; two acres of land. private railroad switch; steam and gas engines, either one sufficient power to run mill alone; good buckwheat flour trade in car lots established; large local feed trade. Address Chase-Hibbard Corporation, Elmira, N. Y.

**FOR SALE**—150 bbl. flour mill, 6 yrs. old, in A1 running order; Ellis machinery thruout; steam power; lignite coal 90c per ton; locality in largest trade territory and best of location. Elevator in connection and railway trackage. Underwood station ships 500,000 bus. wheat yearly. Good reason for selling; cheap for cash, reasonable terms, or will trade for clear lands. No professional traders need answer. Address McGray & Kjelstrup, Underwood, North Dakota.

**ON ACCOUNT** of ill health and old age. I wish to dispose of my flour mill. 50 bbl. Nordyke & Marmon steam mill, frame building, located in one of the best farming sections of the state, ten miles to the nearest mill, in a growing town of about 800 inhabitants on the L. & N. R. R. This section of country is rapidly coming to the front on account of coal interests. We consider it an excellent opportunity for a good, progressive miller. Price \$5,000. D. A. Reeves, Prop., Broughton, Ill.

**ELEVATOR BROKERS.**

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS.** NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

**IF YOU** wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

**ADDRESS WANTED.**

**ADDRESS** Wanted of O. S. Stusman, formerly of Springfield, Ill. Anxious, Box 4, Grain Dealers Journal, Chicago.

**WANTED** Address of Chas. Hipp, formerly Mgr. Beardsley Eq. Merc. Exch. An estate has been left him. Communicate with W. R. Gaines, Beardsley, Kansas.

**SITUATIONS WANTED.**

**WANTED POSITION** as Mgr. Country Elvtr. 2 yrs. experience; ref. Address B. C. Box 12, Grain Dealers Journal, Chicago.

**WANTED** Position as second man in Grain Elevator. Five months experience. Age 22. Single. Address R. R. Johnson, 1093 E. Minnehaha St., St. Paul, Minn.

**WANTED POSITION** as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager of farmers elevator. First class references furnished. Address Douglas, Box 3, Grain Dealers Journal, Chicago.

**GRAIN** Inspector and office manager several years experience in buying and selling Central and Western Kansas will take position in September. Write House, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—A position as Manager for some elevator Co., or as solicitor for some live house, grain or hay. Can furnish best of references. Address Scott, Box 3, Grain Dealers Journal, Chicago.

**WANTED** Situation as grain buyer in Country town, Kans. preferred. Plenty of all around experience. Grain season over at present place of employment. Address D. W., Box 576, Miami, Okla.

**WANTED**—Position as Manager of Country elevator, town of 1,500 to 2,000. Prefer Illinois. Have had 13½ yrs. experience in handling grain for one line house. Address Harry, Box 2, Grain Dealers Journal, Chicago.

**COMPETENT** all around grain man wants position. 12 years' experience in grain states. Understand how to handle elevators and men. Have had charge of line of grain elevators. Can buy and sell. Reference and bond. Write West, Box 3, Grain Dealers Journal, Chicago.

**WANTED** Position as Manager of Elevator or Milling Co. 20 years experience buying and selling for Line of Elevators. Good mixer with Farmers. Handle machinery and gas engine. Married, excellent habits. Will get the business. Reference. Prefer Ohio or Indiana. Address Ville, Box 4, Grain Dealers Journal, Chicago.

**WANT** position with some good grain or milling company where there is chance of advancement. Have had experience in both buying and selling end, and have had charge of line of elevators. Best of reference as to character and ability and bond. Address M, Box 3, Grain Dealers Journal, Chicago.

**WANTED** Position as Auditor or Mgr. of Line of Elevators or Buying and Selling grain at terminal markets. Sixteen years experience in all branches of grain business. Well acquainted in the Northwest and Kansas. Good judge of spring and winter wheat and can handle men. Address Rock, Box 4, Grain Dealers Journal, Chgo.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

**Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.**

**SITUATIONS WANTED.**

**WANTED** A position as second man or Manager of a country elevator. Have had experience. Have no bad habits. Write Next, Box 4, Grain Dealers Journal, Chicago.

**WANTED** a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

**POSITION WANTED** with commission firm. Good accountant and judge of grain. 12 yrs. experience in cash grain and futures. Member Milwaukee Chamber of Commerce. Best of references. Address Wis., Box 3, Grain Dealers Journal, Chicago.

**POSITION WANTED** with grain commission or Elevator Co. Good judge of grain, experienced in cash grain and futures and in handling terminal elevators. Best of references. Address Grain Man, Box 12, Grain Dealers Journal, Chicago.

**POSITION WANTED** — Buying grain, etc., managing a country station in a good grain region, anywhere. Experienced in every detail. Second to none as a trade getter. Single. Character and habits good. Try me. Address Grain Buyer, Box 2, Grain Dealers Journal, Chicago.

**WANTED** position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

**GRAIN ELVTR. ENGINEER.**

Open for high class executive or engineering position. 12 years' experience. Familiar with Complete Designing and Construction of Concrete Grain Elevators, Flour Mills, Power Plants, etc. Write Ford, Box 4, Grain Dealers Journal, Chicago.

**Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.**

**PARTNERS WANTED.**

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**HELP WANTED. WITH INVESTMENT.**

**WANTED** Sales Manager for a Rye and Cereal Mill; immediate employment to a thoroughly reliable and competent man, who can invest from \$2,000 to \$10,000 in the business. Address Finance, Box 11, Grain Dealers Journal, Chicago.

**PROPOSALS.**

**PROPOSALS FOR FLOUR, OATS, DRIED Fruit, Etc.**—Department of the Interior, Office of Indian Affairs, Washington, D. C., July 25, 1916. Sealed proposals, plainly marked on the outside of the envelope: "Proposals for flour, oats, dried fruit," etc., as the case may be, and addressed to the "Commissioner of Indian Affairs, Sixteenth and Canal Streets, Chicago, Ill.," will be received until 2 o'clock p. m. of Wednesday, August 30, 1916, and then opened, for furnishing the Indian Service with canned goods, corn meal, cracked wheat, dried fruit, feed, flour, hominy, oats, rolled oats, etc., during fiscal year ending June 30, 1917. Schedules giving all necessary information for bidders will be furnished upon application to the Indian Office, Washington, D. C., the U. S. Indian Warehouse at Chicago, Ill., St. Louis, Mo., and San Francisco, Cal. The department reserves the right to reject any and all bids or any part of any bid. CATO SELLS, Commissioner.



## ENGINES FOR SALE.

**FOR SALE**—One 8 h.p. Olds Gasoline engine in good running condition. Price \$100.00. W. F. Wolfe, Athens, Mich.

**FOR SALE**—One 25 h. p. double cylinder International Gas Engine in good shape. Move at once. K. R. Frazier & Co., Colo. Ia.

**FOR SALE**—One 50 h.p. Stationary double Olin Gasoline engine. Replaced by electric power. Address H. F. Page, Franklinville, N. Y.

**FOR SALE** St. Marys oil, gasoline and gas engine, 50 h.p., good as new. Replaced by electric power. Will sell very cheap. The Cygnet Grain & Hay Co., Cygnet, O.

**FOR SALE** 5 h.p. DuBois Gasoline Engine, with circulating tank, new. Bargain. Also some bargains in refitted gasoline engines. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

**FOR SALE** 50 h.p. I. H. C. Gasoline or oil engine run about 18 mo. In perfect condition, can see it running any time. Reason for selling installing motors. Lee Wolff & Co., Lakeville, Ind.

**WE OFFER FOR SALE** a full 16 h.p. Lambert Gasoline Stationary Engine, re-bored and new working parts. Guaranteed as good as new at \$225 f. o. b. Anderson, Ind. Write W. G. Porter, Caywood, N. Y.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

### GASOLINE ENGINES.

Special prices on 5, 8 and 12 H.P. Northwestern Horizontal Engines, on skids or with trucks. Will make right prices to buyers desiring engines this Fall. Address Northwestern Steel & Iron Works, Engine Builders & Manufacturers, Eau Claire, Wis.

### GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## STEAM ENGINES, BOILERS.

**FOR SALE**—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

## DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## SCALES FOR SALE.

**SECOND - HAND SCALES OF ANY** make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

### SCALE BARGAINS.

Newly overhauled. Good Condition. Guaranteed. Immediate Shipment.  
4, 5 and 6 ton Standard Wagon Scale.  
5, 6, 8 and 10 ton Fairbanks Wagons Scale.  
6 and 8 ton Howe and Columbia Wagon Scales.  
2,500 and 3,500 lb. Fairbanks Dormant Scales.  
2,500 lb. Chicago and Buda Dormant Scales. Also portable Scales.  
Write for low price and full information. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

## MACHINES FOR SALE.

**FOR SALE** 35 h.p. Nagle Engine, cheap. also Great Western Rotary Bolter. Malone & Wenzel, Herndon, Kans.

**FOR SALE**—Several double stands Wolf Rolls; 9x24 and 9x30. In good condition. At a bargain. Address The Rea-Patterson Mfg. Co., Coffeyville, Kans.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

### BARGAIN SALE.

Two double stand Ferrier Improved Roller Mills 6x16.  
One double stand Ferrier Improved Roller Mill, 6x15. In good condition. Smooth rolls. Union City Mfg. Co., Union City, Mich.

### FOR SALE.

- 1 35-h. p. steam engine, good as new.
  - 1 35-h. p. Power Boiler, first class shape. 150 ft. chain with buckets attached, both in good shape.
  - 1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.
  - 1 Car Loader in good shape. Have put in gravity loading spout.
  - 1 Invincible Dustless double receiving cleaner, in good shape.
  - 1 B. & L. Corn sheller, and cleaner combined, good as new.
- Connell & Anderson Grain Co., Bentonville, Ind.

**FOR SALE** At bargain prices, subject to prior sale. **FIRST COME, FIRST SERVED.**

- 1—16" "Monarch" Ball Bearing Attrition Mill \$170.00
- 1—32" "Monarch" Ball Bearing Attrition Mill 295.00
- 1—20" "Monarch" Regular bearing Attrition Mill 95.00
- 1—24" " " " Attrition Mill 120.00
- 1—30" " " " Attrition Mill 200.00

Each mill thoroughly rebuilt and guaranteed for all practical use as good as new. A set of new plates put on each mill.  
10 New Cast Iron Pulley 14" diam. 10" crown face for 1 11/16" shaft 2 ss. each \$3.00  
500 Ft. 10 inch 4 ply high grade new Rubber Belt @ 31c per foot.

We furnish complete equipment for Flour Mills, Feed Mills, Cereal Mills and Grain Elevators.

### WRITE FOR CATALOG

B. F. GUMP CO.,  
Established in 1872. Incorporated in 1901.  
431-437 So. Clinton St.,  
Chicago, Ill.

## MACHINES FOR SALE.

**FOR SALE** Two steel tanks 40 or 50 ft. high by 20 1/2 ft. in diameter. Cockley Milling Co., Lexington, Ohio.

**FOR SALE** Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

**ONE** 20 h.p. kerosene engine and No. 9 Bowsher Feed Mill with belting, pulleys and 25 ft. 2 in. shafting. Will sell cheap if taken at once. J. J. Hynes, Rosemount, Minn.

### COAL OIL ENGINES FOR SALE.

New or Second Hand.  
One 12, one 16, two 20 and one 35 h.p. Capital.  
One 16 inch French Burr.  
Two h. p. Gasoline engine \$25.00.  
Send for catalogue. C. H. A. Dissinger & Bro., Inc., Wrightsville, Pa.

**FOR SALE** 4 double stands Barnard & Leas rolls, No. 3958, No. 3959, No. 3960 and No. 3961 with Cornwall's Automatic feeder, patented 1895; Geo. T. Smith Middlings Purifier Co., Jackson, Mich., plansifter; Barnard improved centrifugal reel; also elevators and belts; boiler, 60 h.p.; engine 45 h.p. Will trade for property or livestock. Big discount for quick sale. Herman H. Koth, Box 17, Monona, Ia.

### MILL MACHINERY AND SUPPLIES.

4 double stands 7x20 Sprout Waldron Double Roller Mills, brass bearings, chain oilers. All in A1 condition.

A big lot of Mill supplies of all kinds. Write us your wants.

We carry a big stock of belting, shafting, pulleys and hangers, at 1/4 price.

### THE PROCTOR MACHINERY CO.,

Mill Builders and Mill Supplies,  
314 South Eutaw Street, Baltimore, Md.

### Entire Stock Offered at Fire Sale Prices.

- 1—16" B.B. Attrition Mill & Drive \$220.00
- 1—22" Ball Bearing Attrition Mill 210.00
- 1—24" Ball Bearing Attrition Mill 300.00
- 1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

### "Builders of Better Mills."

George J. Noth, Manager,  
No. 9 South Clinton St., Chicago, Ill.

## Profit and Loss

### GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

*Gentlemen:*—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....



## SEEDS FOR SALE—WANTED

## HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

## GRAIN WANTED.

OFFER Splendid facilities for buying Michigan FALL WHEAT for large Eastern or Ohio Mills on commission. Address Porto, Box 4, Grain Dealers Journal, Chicago.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

## SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

## GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

## AUTOMOBILE BARGAIN.

WILL SACRIFICE 50 h.p. 1912 Palmer & Singer touring car, 4 cyl., 4½x5½; run 9,000 miles; good condition; cost \$4,250; best offer takes it. C. S. Clark, 7130 Princeton av., Chicago, Ill.

## SECOND-HAND BAGS AND BURLAP.

GRAIN BAGS for Rent in lots from 100 to 50,000. For terms, etc., write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## YOU CAN'T READ ALL

the market news. Get a summary of it once a week in our Weekly Review. Highlights of the week—facts, figures and factors—grouped for easy, quick reading and reference. Postal request starts it your way.

## SOUTHWORTH &amp; CO.

Grain—Seeds—Provisions TOLEDO, OHIO

## LOUISVILLE SEED COMPANY

INCORPORATED  
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity."

## SEEDS WANTED.

WE ARE in the market for a few carloads Timothy Seed in the rough. Write Michigan Bean Company, Port Huron, Mich.

WE ARE in the market for several cars of Timothy and Alfalfa Seed in the rough or re-cleaned. OSHKOSH SEED CO., Oshkosh, Wis.

WANTED—To buy Red and Sapling Clover and Winter Oats. Farmers Seed & Supply Co., Inc., 1306 Main St., Lynchburg, Va.

## CLOVER SEED WANTED.

I want to buy strictly choice, clean, medium Red, Mammoth and Alsike Seed. Submit samples and price asked. L. C. Brown, LaGrange, Ill.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

## FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

## FEED FOR SALE.

FLOUR, Bran, Middlings, Cotton Seed Meal, Palm Oil Middlings, O. P. Oil Meal. Dairy Feed, Stock Feed, Straight and mixed cars. Always in the market for Ryé, Wheat, Corn, Oats, Buckwheat, Hay, Straw & Potatoes. Ask for prices.

## THE HAMILTON CO.

New Castle, Penna.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## SEED OATS

Car load lots and less

## ANY VARIETY

GARTON COOPER SEED COMPANY  
SUGAR GROVE, ILL.

## FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN  
Louisville Kentucky

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Directory  
Grass Seed Trade

## ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

## BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.  
Simpson & Co., W. A., seed merchants.

## BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.  
McClinton & Co., wholesale, export & import.

## BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.  
CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

## CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

## EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

## FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

## INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

## KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

## LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

## LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.  
Lewis & Chambers, field seeds.  
Louisville Seed Co., clover & grasses.

## MACON, GA.

Georgia Seed Store, field and garden seeds.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Milwaukee Seed Co., wholesale seeds.

## MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

## NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impters.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

## ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

## SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

## TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

## WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat,  
Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

## The Manglesdorf Bros. Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

CRAWFORDSVILLE SEED CO.  
Crawfordsville, Ind.

## CLOVER WANTED

Mail samples of identical lots



## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

**SUNFLOWER SEED** for sale. P. L. Zimmerman Co., St. Louis, Mo.

**ROSEN RYE**, Highest yielding variety known. Developed at Mich. Agricultural College. For samples and further particulars, write Rossman Bros., Lakeview, Mich.

**FOR SALE**—Seed Wheat, improved Red Wave, king of wheat field. A smooth wheat of strong growth and large yield. J. F. Long, Lincoln, Ill.

### WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso Mich

### CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

### GRAIN CLOVER AND TIMOTHY SEEDS

Get in touch with us.

### Immediate Shipment

NEW CROP CRIMSON Clover  
Sand, Winter or Hairy Vetch  
Dwarf Essex Rape  
Fancy Grasses

### WM. G. SCARLETT & CO.

Wholesale Seed Merchants  
and Importers  
Baltimore, Maryland

Send us samples new crop Red Clover, Alfalfa, Alsike, Timothy or seed grain from your vicinity.

RED CLOVER  
ALFALFA

EXPORTERS and  
IMPORTERS  
Ask For Prices

RED CLOVER  
ALFALFA  
DWARF E. RAPE  
WHITE CLOVER  
ALSIKE  
NATURAL GRASS  
ENGLISH RYE  
RED TOP

44-46 Pearl Street  
NEW YORK CITY  
I. L. RADWANER

### Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE BRND 673 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,  
White Alfalfa, Timothy, Grasses,  
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

### SEEDS FOR SALE.

**FOR SALE**—New crop Timothy and Red Top Seed in car lots. Ask for prices and samples. J. M. Schultz, Dieterich, Ill.

### ALFALFA SEED.

Genuine American grown, carlots or less, priced so as to sell. The Wing Seed Company, Mechanicsburg, Ohio.

### FARMER SEED & NURSERY CO.

Faribault, Minn.

Growers and headquarters for hardy northwestern varieties of  
WINTER WHEAT and RYE

Wanted—Timothy, Clover, Alfalfa, Blue Grass, Bromus, etc.

### THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

### C O R N

95-Day Yellow Dent

Northern Illinois Grown

Germination: 95%  
and Better

Immediate Shipment

### STOECKER SEED CO.

PEORIA, ILL.

### CRAVER-DICKINSON SEED COMPANY

Buffalo

Binghamton

Buy and Sell  
TIMOTHY  
CLOVER  
ALSIKE  
ALFALFA  
POP CORN

### MINNEAPOLIS SEED CO.

DISTRIBUTORS



BRAND

### FIELD SEEDS

TIMOTHY and MILLET Our Specialties

### SEEDS FOR SALE.

**FOR SALE**—Superfine tested Perennial and Italian Ryegrasses, Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

**PERENNIAL** Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

### The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

### THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

### Field Seeds

Ask for Prices

Mail Samples for Bids

### FIELD SEEDS GRASS

### Poultry Feeds

Timothy

Clover

Alfalfa

Millets

Cane

Kafir

Popcorn

Lawn Grass

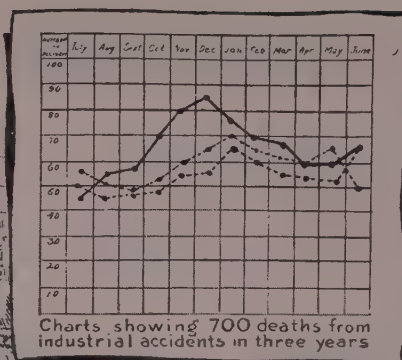
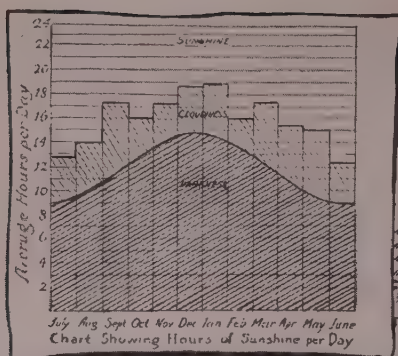
### The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

Chicago





# ACCIDENTS

## *and their Relation to*

# EFFICIENT LIGHTING

**S**TUDY the charts. Note how the curve of accidents follows the curve of darkness. By far the greatest number of accidents occur during the dark months, the smallest number in the bright spring and summer months.

**500,000** Not all accidents are avoidable but the Manufacturers' Association states that 500,000 avoidable accidents have occurred in one year in the United States alone. Moreover, it is maintained by authorities, who have made a study of the safeguards for the benefit of employees, that 25 per cent of these accidents were caused by *poor* illumination.

**Safety First** Now, while a great deal is being done to safeguard the lives and limbs of employees, it must not be forgotten that efficient illumination is just as essential to safety as any of the safeguards already applied to belts, pulleys, etc.

**The Cost** In many plants the cost of a great many accidents can—and should—be charged, directly or indirectly, to poor illumination. When this is done the real *total cost of poor* lighting is increased out of all proportion to the small cost necessary to prevent such accidents through the medium of *efficient and sufficient* lighting.

**Your Problem** Most managers realize this but they differ among themselves on what constitutes *good* illumination. Since nearly every plant presents its own specific problems, the only safe thing to do is to get the advice of *real* lighting experts.

**Real Service** The advice and co-operation of our experienced lighting engineers are at your service always. Learn from them the exact lighting requirements of your plant. It is our aim, in the interests of better lighting to co-operate with you with the object of making your lighting not only the most efficient but, at the same time, the most economical in the long run. Ask us any question you please. This exceptional service is based on the firm belief that sooner or later, in the complete line of EDISON MAZDA LAMPS you will find the lamp or lamps exactly suited to your particular requirements.

**EDISON LAMP WORKS**

OF GENERAL ELECTRIC COMPANY  
HARRISON, N. J.





## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, AUGUST 25, 1916

UNLESS it rains continuously during September Jack Frost will not get even a smell of corn this year.

BEWARE lest strikes and embargoes prevent the delivery of your grain as intended and contracted.

WRITTEN ORDERS for cars will oftentimes get the needed rolling stock when verbal orders fail. Try it.

CONFINING all dealing in organized markets to members of the regular exchanges is one sure way of avoiding trouble.

VARIOUS commercial asso'ns of Chicago are organizing a credit buro to protect members from people who run bills and refuse to pay; why not the grain trade?

DO NOT overlook the fact that if you load your cars too full for inspection you will be required to guarantee the quality as well as the quantity until it gets to the elevator.

THE POMERENE B/L bill was so amended and weakened before Chairman Adamson would permit it to get thru the House that it can no longer be considered a shippers' measure. The railroads seem to have dictated the essential provisions of the revised bill with every assurance Congress would pass it without question, and it has. The result is the shippers are little better off than before.

SO MANY grain shippers have been imposed upon by so-called freight buros or freight claim collectors, that they should now prove an unprofitable field for solicitors, especially collectors demanding the prepayment of advance fees.

HOLDING \$1.50 wheat makes the interest charge climb so rapidly that average profits are quickly wiped out. The elevator man who merchandizes his wheat and ships it out as quickly as he can obtain cars generally realizes the largest profits.

HAVE YOU ever co-operated with brother shippers to the extent of reporting those cars which pass thru your station leaking grain? Examine the string of cars reported in the Leaking in Transit Department of this number as one may recently have left your siding. Then send us the number and initial of the next leaky car you see. Reciprocate!

SMUT MAKES so much trouble for grain handlers of the Northwest, the wonder is they do not discriminate sharply against smutty grain and thereby force the growers to better agricultural methods. A heavy discount for smutty grain at every elevator would soon encourage the growers to treat their seed and reduce their losses due to smut.

FARMERS WHO contracted to deliver wheat at \$1.00 but neglected or refused to put that contract in writing, under the pressure of advancing prices find that their crop is daily diminishing, and if the prices continue to advance or maintain their present level, their moral stamina will be put to such a strenuous test their crop may entirely disappear before the time limit for delivery expires.

OVERCHARGES IN FREIGHT are so frequently made by railroads it seems of first importance that those who pay the freight on grain should make sure of the rate and the extensions of every bill before it is too late to file a claim. Those who pay for transportation in other lines of trade find this practice most profitable and there seems every reason to believe that it would prove equally profitable to the grain shipper.

BECAUSE an elevator operator at Eliott, Ill., built a plant upon his own ground instead of on the siding offered him by the railroad at a high rental the carrier now refuses to serve him with a switch, making it necessary for the dealer to load cars with a portable elevator. If railroad can force a would-be elevator operator to build on its right of way there can be no future damage suits for loss of the property by fire started by locomotive sparks, while if a shipper is located on his own land he has easy recourse thru the courts should his plant be destroyed or damaged thru any fault of the railroad's.

NO, gentle reader, there is no corner in gasoline, but the large producers need more money to enable them to meet the increased cost of living. The trust busters did a wonderful thing when they forced the Standard Oil Company to break up into state corporations. The stock of the Standard offshoots is now worth many times what it was at the dissolution, and is paying dividends never dreamed of even by the originators of the Standard.

THE RECOMMENDATIONS of the Labor Commissioner of Oklahoma for reducing the dangers of grain elevators, which are published elsewhere in this number, merit the careful consideration not only of elevator owners but of elevator employees. The number of accidents occurring in grain elevators is increasing so rapidly that all interested must take every precaution possible and exercise every care to reduce the dangers of the elevator to themselves and others who work about it.

THE QUEER THINGS done by European buyers of wheat in the hope of depressing American prices shows quite clearly that they have little conception of the great damage done to the spring wheat crop of this continent by blight and rust. But recent rains have made fall plowing possible in many sections of the winter wheat belt so if the present high prices prevail for a couple of months the winter wheat acreage will surely be a record breaker and prices will be depressed next spring.

WITH THE ESTABLISHMENT of the United States grain standards it should be much easier for grain dealers everywhere to become familiar with the actual limitations of each grade and to classify all grain handled more accurately. When the country buyers become more exacting in the matter of grade the growers will begin to classify their grain at home and keep the poor stuff by itself, with the result that they will have more good grain to market and receive a higher price for what they sell.

THE FEDERAL Warehouse Act, of which a resume is published elsewhere in this number, is now a law and elevator operators who desire to be licensed by the Federal Government to store grain intended for interstate or foreign shipment can obtain such a license for \$2 per annum. In the case of large elevators at interior points, handling many interstate shipments, this law may prove of great help as it will facilitate the borrowing of money in distant markets. The one good feature of the law is that it is optional with the warehouseman whether he takes out a license, but after he is granted a license he must comply with the law and the regulations laid down by the Secretary of Agriculture.



EVERY GRAIN DEALER admits that it is rank folly to pay more for grain than you can sell it for, yet the minute one man in a market loses his head and overbids the market all the others are tempted to do the same thing, notwithstanding they know that every bushel they buy will increase the deficit in their bank account. When grain buyers become convinced of the fact that they are in business for a living, and not for the exercise they may get from handling a large volume of grain, some of them will stop this foolishness.

THE PRESIDENT, in hope of inducing the railway managers to grant the eight hour day to the railway trainmen, has promised to use his influence to secure higher rates of freight, so that they would simply pass the increased cost of transportation on to the shippers. Shippers who are agreeable to paying more freight should write or wire the railroad managers to that effect, so that the controversy can be settled and a strike prevented. If the advance is granted the carriers will surely go after double the amount in increased rates. Are you willing to pay the bill?

CASUALTIES—An elevator employe at Chicago was killed by an 85-foot fall from a cupola window and three men in different parts of the country were seriously injured, according to reports in the Grain Trade News columns of this number. A set screw on a revolving shaft in a Wichita plant tore all of the clothes from one of the workmen and injured him so seriously that he may die; at Perrysburg, O., an automatic scale fell upon and crushed an employe, and at Nebraska City, Neb., an elevator man accidentally thrust his hand into an unguarded pulley. Two suits for damages have been filed since publication of the last number. One, at Kansas City, is against a railroad and an elevator company and alleges that while a 10-year-old boy was gathering grain along the railroad track adjacent to the elevator a train backed down upon him, causing injuries which resulted in amputation; \$5,000 is asked. At Glasford, Ill., the parents of a youth killed last February while playing about an elevator seek \$10,000 from the elevator operator on the theory that he should have refused the child admittance to the plant. These incidents illustrate graphically the serious result of disregarding the hazards which exist about all elevators. It is not sufficient to post sign boards calling attention to danger—instead try making the plant as fool proof as possible by guarding every piece of moving machinery, stairways, windows and floor openings, and above all either collar the protruding head set screws, or remove them entirely, substituting the headless screws.

COMBINATIONS FOR THE promotion of foreign trade, with a view to enabling American manufacturers and merchants to meet foreign competition in foreign markets, will be permitted, if the Webb Bill (H. R. 17350) receives the merited support from manufacturers and exporters in different sections of the country. European countries compel such combinations, to the material benefit of the exporters of the country at large, and if the U. S. is to retain its old export trade or extend into new fields, it must be prepared to meet keen foreign competition.

FAILURE OF an Oklahoma farmer to deliver wheat which he had sold to an elevator operator for \$1.09 has caused a suit for damages amounting to \$545. Collection of the account depends upon the nature of the contract. As all farmers are pretty much alike when it comes to verbal contracts, being hard losers, the dealer who would avoid law suits will refrain from doing business in that way. If necessary, for various reasons, to enter into any form of agreement, use the regular prescribed blank, the phraseology of which will be recognized as legal in any court of law.

SIX ELEVATORS in the states of Illinois, Nebraska and Kansas are reported in this number as having burst, or completely collapsed, from the weight of stored grain. This does not necessarily mean that the structures were erected by "barn builders," but rather it points out the need for thoro overhauling or inspection each spring before grain begins to move. Had the plants mentioned been recently inspected, the weakness of each might have been determined and remedied. Then the overloading, made necessary by the inability to obtain cars for shipping grain to market, would have had no disastrous effect upon the elevator or bin walls. The occasional expenditure of a little money for repairs will be found by grain dealers everywhere to be a paying investment.

AT LAST the administration's Shipping Bill, with a number of amendments, has been passed by the Senate. The fight to keep the government out of the steamship business has been a vigorous one, and the opinion prevailing among the exporters is that they would much rather deal with private corporations for cargo room than with the Government. If the U. S. would give ocean steamship companies the encouragement they are fully entitled to receive, U. S. exporters would not now be dependent upon foreign steamship companies and their governments for cargo room. Our export trade merits better facilities for transporting products to foreign countries, but little improvement can be expected, so long as transportation facilities are principally controlled by Europeans.

SPRING WHEAT will not be sold until No. 3 Northern reaches \$1.60 at the terminals, that is, if the pompous Society of Equity, headquarters at Fargo and St. Paul, has its way. At a meeting in Fargo last week it decided that this was the lowest price at which farmers could afford to sell their wheat, and hence it launched a "gigantic campaign" to hold up the public. The Equity finds it necessary to keep its members actively interested in higher prices. While the sky rockets were at work it should have taken advantage of the blight and the rust to mark wheat up to \$2.

THE NEED OF uniform rules and uniform grading of grain has not been so emphatically expressed at a grain dealers meeting for years as at the recent meeting of Montana shippers, which is reported on pages 310-11 of this number. When the Agricultural Department has established standards for the different grades of wheat and small grain, it will be an easy matter to secure uniform rules and to approach more nearly to uniform grading than has heretofore been possible. Uniformity should help to promote business between grain merchants of different states thruout the land, and reduce disputes and differences, such as were complained of at the Montana meeting.

THE ANTI-DISCRIMINATION laws of some of the western states will no doubt force a reorganization of line elevator companies along lines which will enable them to operate under different names at nearby stations, or else compel them to scatter their houses over a widely separated territory. It does not seem fair that a man operating at adjacent stations should not be permitted to meet the competition of an overbidding competitor at one station because he did not have like competition and the resulting high prices at the adjacent station, and hence was not put to the necessity of paying more than the grain was worth in order to get his share. The dealer who operates at but one station can bid up as high as he pleases, and, sad to relate, many of them bid much more than they can get for grain. If it is wrong for a line company to overbid the market for grain, it is surely wrong for independents to overbid the market. Line elevator companies might get around the so-called anti-discrimination law by organizing a different corporation at each station and having the parent company hold most of the stock. While the grain trade, and all engaged in the grain business, as well as the grain growers, would be much better off if overbidding the market were stopped for all time, it is not fair that one class of grain merchants should be forbidden to overbid the market and others permitted to bid as much as they like. The laws should be made for all the people.



THE BAKERS, fearing the ire of customers upon whom they will be forced to advance the price of bread, are protesting most vigorously against the "unwarranted advance in the price of wheat." Everyone who eats and pays the bill regrets most grievously the advance, but the weather man did so much to destroy the spring wheat crop and the winter wheat crop of Ohio, Indiana, Illinois and Missouri that higher prices are certainly justified.

AN ECONOMY campaign will be started by American farmers next December in Chicago at the Fourth National Conference on Marketing the Farm Products unless some one heads them off. The advance notices are to the effect that the campaign will begin with practical plans for checking wastages in the marketing of farm products. The expressed aim is most commendable, but it makes us sad to think of the wind that will be wasted in discussing and talking about economy which can be effected in the affairs of other men.

PURCHASING GRAIN from tenant farmers who were behind in their rent has again caused trouble for grain dealers, this time in the state of Kansas. It is an injustice to impose on the elevator operator the burdens of a rent collector, but the Kansas law specifies that it is not necessary for a landlord to file a lien. To be on the safe side get in touch with the land owner before paying tenants for grain, or, better, still, adopt the suggestions of the attorney of the Western Grain Dealers Association which are published on page 306 of this number.

FIRES—Now that the movement of grain is in full swing and every elevator is taxed to its capacity, it is unfortunate that we have to report more than a score of serious fires. These occurred within the last two weeks and have cost the trade \$500,000 in money, not to mention the incalculable loss occasioned by the necessary suspension of business at the burned plants. Known causes are given in twelve instances, lightning being responsible for seven. Others were an overheated muffler in the engine exhaust pipe, a spark from the chimney finding lodging on a shingled roof, a hot box in the cupola, a leaky gasoline engine feed pipe, and carelessness in disposing of a lighted cigar stub. It was impossible to ascertain the real cause of more than half of the fires. As there are so many places about an elevator in which a spark is likely to occur, the utmost precaution must be constantly used if a fire would be successfully prevented. Periodical inspections on the part of the elevator managers would have brot to light practically all of the known hazards which were responsible for the above mentioned fires. The elevator operator who would be free from fire losses will observe the precaution and rules laid down by the insurance companies.

## The Shippers' Share.

The railroad trainmen have not yet been granted the \$100,000,000 increase in wages. Neither have they been granted an eight hour day, altho the railroad presidents have expressed a willingness to grant the eight hour day at their present rate of pay per hour. The efforts being made to induce the railroads to grant the eight hour day and the 25% increase in pay which would go with it, without arbitration, deserves vigorous protest not only from all commercial interests, but from all the people who must eventually contribute to the increase. The great influence which has been wielded in an effort to force the railroads to grant the increases asked for, and that, too, without arbitration, emphasizes the great necessity for the people at large, and especially the shippers, to be well organized and alert to every issue which will affect their interests.

The Chicago Association of Commerce, an organization of over 5,000 of the city's leading merchants, yesterday wired the president as follows:

"We earnestly request that before being finally committed in the pending railroad controversy, either to the abandonment of arbitration or to an increase in freight rates, you give us and the other commercial organizations of the country an opportunity to present our views.

"We are unalterably of the opinion that arbitration, giving due consideration to the merits, is the only means for securing proper disposition of controversies where the parties affected are unable to agree. This applies as well to the present trainmen's wage situation as to the issue of proposed freight advances now apparently involved with it.

"The situation is not one of the propriety or practicability of the eight hour work day, but is purely a question of the amount of compensation.

"Justice to the 100,000,000 people who ultimately pay the bill demands investigation by an impartial tribunal before permitting a few hundred thousand men to demand and receive many million dollars additional pay."

The general impression prevails among the people that the railroad trainmen are already receiving excessive compensation for their services, and few will be willing to grant any other increase, or a reduction of hours, without a careful investigation of the facts, and how such increases would affect the rest of the people. A long drawn out strike would no doubt cost the shippers of the land many million dollars, but they should not be asked to pay a large sum annually in increased freight and passenger rates, simply to satisfy the demands of the trainmen and avoid a strike, unless a careful investigation proves their demands to be just.

If any settlement is to be forced upon the railroads which must ultimately increase the cost of transportation to the people, it is fair and reasonable that all demands of both sides of the controversy should be submitted to an impartial tribunal, as requested by the Chicago Association of Commerce. The settlement of differences, disputes and controversies thru arbitration, has come to be so generally recognized thruout the entire com-

mercial world as the most equitable means of settling differences, that it would be the greatest crime of the age to force the abandonment of this most equitable means of adjusting differences. The business associations of the land should use their influence to sustain and support the principle of arbitration, as the best means for settling the present controversy between railroad managers and the railway trainmen, in the hope that the shippers' interests in the matter may not be entirely overlooked.

OPERATORS OF concrete grain storehouses cannot afford to overlook the fact that their plants are not entirely free from fire hazards, if they have any wood or other combustible material in them, or permit dust to accumulate in large quantities. Neither can grain doors be piled up against the concrete wall without great danger to the wall, because the burning of the doors is likely to expand the reinforcing of the concrete walls sufficiently to break off much of the concrete, and it may weaken the wall sufficiently to wreck the house. The dangers of the reinforced grain storehouse from fire are not all known, hence it would seem the part of wisdom for owners of such plants to keep fully insured, because insurance on such plants is so cheap the owners can hardly afford to take chances.

WOOD SHINGLE roof elevators must soon shed their shingles, or go without insurance in desirable mutual companies. So many fires have been traceable directly to the shingle roof that mutual fire insurance companies have about reached the point where they are averse to assuming any more hazards of this character. Light weight iron or even tin roofs are not desirable on country elevators, and no doubt are more expensive in the long run than the best ingot iron roof of heavy gauge, but thoughtless elevator owners continue to permit the covering of their plants with tissue paper metal sheeting, generally because it is cheaper, but often because they do not appreciate the economy of buying the best metal obtainable for covering the plant. Some of the insurance companies have been content to favor iron clad elevators with a rate 60c below that at which insurance would be written on shingle roof elevators, but even this discrimination has not served to prove to the owners of shingle roof houses that they are paying more than they can afford for the privilege of continuing to submit their property to the locomotive spark hazard. The mutual companies have learned by expensive experience that thru the elimination of the hazardous risks they can materially reduce the cost of insurance to owners of less hazardous plants, and in fairness to the owners of these better risks they cannot afford longer to continue to write insurance on shingle roof elevators, which are set on fire by sparks so frequently.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Where Are Roof-Door Enthusiasts?

*Grain Dealers Journal:* What has become of the Kansas elevator manager who wanted holes in car roofs?—S. A. Miller, mgr., Jay Grain Co., Mulberry, Ind.

### Germination of Clipped Oats?

*Grain Dealers Journal:* I would like to have information regarding the germination of clipped oats, and to have a list of elevators equipped with clipping machinery, especially in the Southern states, or no further north than Illinois.—A. F. Kidder, Professor of Agronomy, Louisiana State University, Baton Rouge, La.

**Ans.:** The clipping of oats has absolutely no effect on their germination. Clipped oats are used regularly for seed.

Practically all of the larger elevators handling oats are equipped with clippers; but in the leading southern markets receiving oats from the North clippers are not numerous, as the operators of the Southern elevators find they can purchase the clipped oats from large centers like Chicago and St. Louis cheaper than they can buy the natural oats and clip them.

### Limitation of Carrier's Liability?

*Grain Dealers Journal:* We will greatly appreciate it if the Journal will advise us of any decisions that have any bearing on the following:

If a carrier makes an error in manifesting and delivers car of grain to wrong party and fails to notify shipper or consignee until it is traced, is the date of wrong manifest to be considered the date of conversion or is it legally the date we were first notified of the error in delivering? If market goes up in the meantime, is shipper entitled to only market price on date carrier claims the wrong manifest was issued or the price on date shipper was first notified, representing their actual loss or what they had to pay for their hedge to cover the transaction.—St. Anthony & Dakota Elevator Co., Minneapolis, Minn.

**Ans.:** The date of error in manifesting not being known to the shipper at time of error, he is in no way bound thereby. Neither is the date of conversion material, as, under the terms of the B/L under which shipment moved, the valuation of the grain is based on value at point of origin, and is not affected by subsequent fluctuations of the market up or down.

This rule is unjust to the shipper of a commodity of fluctuating value, and it was taken up with the Interstate Commerce Commission by J. C. Shaffer & Co., in the case of a misdelivery of a car of oats to the Quaker Oats Co., at Cedar Rapids. As soon as shipper learned of the misdelivery he bot in his hedge and made claim for his loss, which was declined on the ground that the uniform B/L makes the invoice value the measure of damages. This case was ably prosecuted on behalf of shippers by the Chicago Board of Trade, but the Commission ruled adversely, holding that this clause in the B/L was reasonable.

Other decisions, of the courts, allowing shipper invoice value only, are New York

& B. Transp. Line v. Baer & Co., Court of Appeals of Maryland, 84 Atl. 251; F. H. Smith Co. v. L. & N. R. Co., St. Louis Court of Appeals, 137 S. W. 890; St. Anthony & Dakota Elevator Co. v. Great Northern Ry. Co., Supreme Court of Minnesota, 149 N. W. 471.

### Too Hot for Thoro Inspection.

*Grain Dealers Journal:* We have noticed complaints recently of Chicago inspectors marking car certificates "Too full for thoro inspection; grade subject to revision on going to store." We are enclosing inspection certificate issued on car 2576 M St. L., which contained only 37,820 lbs. of wheat, also our letter to the chief inspector. As the car was heating we believe the notation was improper and should not have been made. On other cars which had ample room for inspection we have been similarly treated, compelling us to stand good for any deterioration in quality until unloaded. What is your opinion of this?—Glenn R. Swank & Co.

**Ans.:** The rated capacity of car No. 2576 M. & St. Louis is 50,000 lbs., and, as it was loaded only to within 12,180 lbs. of capacity, the inspector had ample space in which to make a thoro inspection. The State Inspection Dep't says that it intended to mark the certificate "Too hot for thoro inspection," as it was impossible to force a trer into the grain to the necessary depth. The stamp as used was an error, and is entirely superfluous on sample grade grain, as that grading can not be lowered while in transit to the elevator.

### Elimination of Extra Charges for Drying Plants?

*Grain Dealers Journal:* Some time ago we read in the Journal of an agitation which secured the elimination of extra insurance charges for drying plants. What were the details, as we desire to submit to our Board of Grain Commissioners all the facts which support our contention that a drying plant properly equipped does not involve extra hazard?—Bole Grain Co., Fort William, Ont.

**Ans.:** In their settled policy of reducing the cost of insurance to their policyholders the mutual grain fire insurance companies have carefully ascertained the styles of construction that eliminate or reduce the hazard, and have given their approval to the improved designs of buildings and equipment by granting a lower rate.

No charge whatever is made for grain drier in elevator or mill by the mutual companies, if the drier is all metal with inclosed fan and steam coils, coils to be of the standard self-cleaning type. The drier must be in a dustless room, construction of room to be not more combustible than metal siding on studding. Floor to be of concrete, and ample ventilation to be provided.

If drier is outside the same construction as for inside installation may be used without charge. No charge is made for driers if buildings are of fire-resistive construction.

The old line fire insurance companies which issue policies on most of the large terminal elevators have not yet granted the elevator operators the reduced rate to which the non-hazardous drier is entitled. Their rules provide that the drier must be outside the elevator, but they make no charge when these driers are installed outside in conformity with their rules, or fireproof material, in a fireproof housing with windows above the first story opening away from the elevator and installed no closer than 6 ft. from the walls of the elevator.

Sufficient experience has been accumulated during the 18 years that driers have been in use to prove they constitute no hazard to a grain elevator. On the contrary, from the fire underwriter's standpoint, the drier is an advantage, as the grain saved from the fire can be handled thru the drier, as has been done in a number of cases where the drier remained intact after the burning of the elevator.

### Discrimination in Allotting Cars.

*Grain Dealers Journal:* We have had to suspend business both here and at our elevator at Russell on account of the treatment accorded us by the Union Pacific Ry. Co. during the car shortage.

While our competitors seem to be getting their grain out all right my last car stood 7 days after being loaded before it was moved, and that only after repeated urging. It is a serious situation, with no relief in sight. What can we do?—Pat Crowe, Homer sta., Russell p. o., Kan.

**Ans.:** Kansas has a reciprocal demurrage law that has been held constitutional by the Supreme Court of the United States with the exception of the provision in Section 4, Chapter 275, Session Laws of 1907, providing for an attorney's fee to be recovered where it becomes necessary to bring suit to recover for damages sustained for failure on the part of the carriers to furnish equipment.

Shippers unable to secure equipment and wishing to avail themselves of the opportunity afforded under this law, should place their order with their local agent in writing, making a tender of \$10 for each car ordered, in cash, not check, as check is not legal tender, and, if the agent for the company refuses to accept this cash tender, make same again in the presence of one or more reputable witnesses, and if the cars are not furnished within three days after the order is placed, where the order is for ten cars or less, the company failing to furnish them shall pay to the party or parties the sum of \$5 per day for each car failed to be furnished, as exemplary damages to be recovered in any court of competent jurisdiction and all actual damages that such applicant may sustain for each car failed to be furnished.—E. J. Smiley, Topeka, Kan.

A DONATION of \$50 to be used in the improvement of the roads leading to McGregor, N. D., has been made by the Imperial Elvtr. Co. of McGregor.

TEPARY BEANS grown in Burma have recently been analyzed by the Imperial Institute of England and found to possess a high food value, comparing favorably with haricot beans, lentils and peas, which they closely resemble in composition. Hitherto these beans have been practically unknown in England, but a firm of importers states that they should have a ready sale in the United Kingdom. These beans are grown largely for human consumption in southern Arizona, California and Mexico in America.

THE SCARCITY of carrying ships at Pacific Coast ports is seriously hampering the export trade of that section of the country. One grain exporter, M. H. Houser, has closed the West Seattle grain elvtrs. owned by him, as there is scarcely any available tonnage with which to move grain. At present the grain is being shipped from the northwest by rail to the Atlantic and there reshipped to England and France. Several Portland shippers are sending cargoes to Gulf and Atlantic ports where ships are available for foreign use. Neither Portland nor Puget Sound firms have a single vessel under charter. Three French ships are reported scheduled to load grain at San Francisco, but their rate for cargoes will be greater than ever paid for carrying grain.

**BALTIMORE  
I'LL SEE YOU AT  
BALTIMORE**

September 25-27, 1916.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### No Cars; Pile Oats on Ground.

*Grain Dealers Journal:* On account of the car shortage the Illinois Central Railroad Co. here has been unable to take care of the grain trade, and we have had to pile the oats on the ground.

We had more oats than cars. The situation was aggravated by the large crop, as on account of wheat freezing out the acreage of oats was larger than usual and the dry weather favored threshing. —J. W. Adrian, mgr. Lipsey Grain Co., Mattoon, Ill.

### Favors Dust Collectors for All Elevators.

*Grain Dealers Journal:* Oklahoma's temporary order—that all elevators be equipped with dust collecting apparatus—marks the commencement of well directed action on the part of at least one state—a state that believes in the prevention of dust explosion, transient labor, and unhealthy employees.

We sometimes snarl at legislation that we think calculated to curb our rights, but we overlook the principle that even these rights must yield whenever they become antagonistic to the public welfare. The state of Oklahoma realizes its debt to society. Twenty-five per cent of the mortality in the milling industry are consumptives and this is no doubt due to the excessive dust, especially in elevators.

It costs money to hire and break in a new man. I believe that unprogressive grain men every year lose enough money, because good labor refuses to work in unsanitary elevators, to equip their elevators with dust collecting systems. The cost of hiring and breaking in new men is an expensive outlay from which there is no return. Few good men will work in a dust-laden elevator long enough to be of real value. A man's interest in his work, his efficiency at his work, and his loyalty to his employer depends largely upon his surroundings during working hours.

Five per cent of the fires in grain elevators is due to dust explosions. The unfortunate loss at Baltimore a few weeks ago resulting in ten deaths should be a lesson for the authorities in other states. For years your paper has, by noting from time to time fires due to dust, made it apparent to all grain men that the installation of dust collecting systems is necessary to safety.

Many can recall the fight waged to compel each state to equip its school with fans for ventilating purposes. When the state of Massachusetts passed the bill all other states "fell-in-line." When Illinois set an example by requiring all theaters to install ventilating systems it was a guiding step for other states.

Will the action of the state of Oklahoma pave the way for a "getting-in-line" by other states? Let us hope so. The grain trade has groveled in the dust long enough.—R. L. M.

### The Kansas Commission Merchant Law.

*Grain Dealers Journal:* With regard to the decision by the Kansas Supreme Court on the commission merchants license law, published on page 221 of the Grain Dealers Journal for Aug. 10, we would say that the general contention of the members of the Wichita Board of Trade is that this law is unconstitutional and void because it deprives them of their right to conduct their lawful business without interference, and deprives them of their property and property rights without due process of law and denies to them the equal protection of the laws, as guaranteed by the Fourteenth Amendment to the Federal Constitution.

The law referred to requires that dealers who sell agricultural products of the soil on commission shall procure a license from the Secretary of the State Board of Agriculture at a cost of \$10 a year; shall furnish a bond conditioned upon their compliance with the law and the payment of their debts to their consignors; shall render a true account sales to their consignors within 48 hours unless otherwise agreed, such account sales specifying the quantity and quality of the products received and sold, the date of sale, price received and the name of the purchaser. The law further provides that the Sec'y of the State Board of Agriculture shall issue licenses and may revoke same, and that suits may be brought on indemnity, bonds of commission dealers by any consignor or by the Sec'y of the State Board of Agriculture.

It is conceded that the state, under its police power, has the right to regulate and control private business, if such business affects the public health, morals, or welfare. We contend that the business of commission grain men is strictly private and that the public generally is not affected thereby, as it is by the business of banking, selling drugs or liquor, practicing medicine, selling stock, etc. The commission men do not accept consignments from the public at large, but deal only with a limited class of country elevators, and then only under an arrangement previously entered into. The Supreme Court of Kansas seemed to base its decision on the premise that the grain commission men deal with the farmer direct instead of only with country elevators, and that the farmer has to do business with the commission men in order to dispose of his crops, when the fact is that the country elevator does not have to consign its grain to a commission man but can always sell outright, and does so, unless it believes that a better price will be procured on a later, higher market by consignment.

This Kansas law in effect requires commission men to put up bonds to pay their debts, while merchants generally have not this requirement made of them. The country elevator, which does buy from the farmer direct, and to which the farmer does have to sell his grain, is not required to put up any bond, but may skin the farmer at one end and the consignee at the other end, all without regulation by the state. The facts in this case also show that in the majority of cases the commission man does not become indebted to his consignor, for ordinarily the consignor is overpaid in advance. Should the consignor be careless and not leave a margin on his draft, the consignee has no bond to protect him, but should the actual sales show a balance due the con-

signor, he is protected by the bond of the consignee.

We contend that there is no occasion for the regulation of the grain commission man's business if the public generally is not interested therein, or affected thereby, and that the law is an unconstitutional interference with private business.

Furthermore, the constitution assures all citizens equal protection under the laws. It is conceded that this means all citizens of the same class, or in the same situation or similarly placed. A state can classify different businesses, but the classification must be based on some reasonable difference. It can regulate doctors and druggists under its police power, but the law must apply to all doctors and all druggists, not only to a part of them. Even if the state might regulate commission men, such regulation must apply to all commission merchants engaged in the same general business. The Kansas law by its terms does not include dealers selling cattle on commission. There is as much reason for regulating them and requiring bonds from them as there is to regulate the grain commission men. In fact it is rarely that a cattle commission man pays the draft of his consignor in advance of the receipt of the consignment as do the grain men. The Wichita dealers contend that their inclusion in the law without including the cattle dealers is an unconstitutional discrimination against them. The Kansas Supreme Court disposes of this contention by holding that livestock is almost invariably shipped in car loads and is so valuable as to justify the shipper accompanying the shipment to market, and this in spite of the fact that it was shown that grain commission men never handle grain in less than car lots, and that the value of the average car of wheat is greater than the average car of livestock.

The members of the Wichita Board of Trade feel that there is no occasion for the regulation of their business and that they are discriminated against by this law in view of the fact not all merchants, not even all commission merchants, are so regulated, and so in appealing the case to the Supreme Court of the United States, it is hoped that the law will be held unconstitutional.

By the filing of a supersedeas bond, the members of the Wichita Board of Trade are relieved from compliance with this law during the pendency of the suit in the Supreme Court of the United States, but this does not apply to Kansas grain commission men not parties to this suit, and they are being compelled to comply with the law.—Ray Campbell, Attorney for the Wichita Board of Trade, Wichita, Kan.

### Coming Conventions.

Sept. 13, 14.—Michigan Bean Jobbers Ass'n at Grand Rapids.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

I WOULD NOT THINK of getting along without the Journal.—Geo. E. Mead, agt. Quaker Oats Co., State Center, Ia.

## Our Callers

A. O. Lowry, Milwaukee, Wis.  
Ed T. Long, of Mensendieck Grain Co., Kansas City, Mo.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Ottawa, Can., Aug. 13.—The preliminary estimate of the average yield of fall wheat in Canada in 1916 is 25.76 bus., compared with 29.41 bus. last year, 21.41 bus. in 1914 and 23.26 bus. the average of the six years 1910 to 1915. The harvested area of fall wheat in the provinces of Ontario, Manitoba, Saskatchewan and Alberta amounted in 1916 to 1,042,200 acres, as compared with 1,208,700 acres in 1915, and the total estimated yield for this year is 26,850,000 bus., as compared with 35,551,600 bus. last year, and 20,837,000 bus. in 1914. In Ontario the total estimated for 1916 is 18,773,000 bus. from 774,800 acres, an average yield per acre of 24.23 bus., and in Alberta, the other large fall wheat-growing province, the total yield is estimated at 21,520,000 bus. from 247,700 acres, an average of 30.36 bus. per acre.—Office of Census and Statistics.

### COLORADO.

Eckley, Colo., Aug. 22.—Corn is looking good since the rains.—W. C. Godsey.

Julesburg, Colo., Aug. 12.—Our wheat is of fine quality, and is averaging about 23 bus. per acre.—R. Wilson, mgr., John Cass.

Fleming, Colo., Aug. 18.—The yield of winter wheat is not nearly as large as last year, but it is of very good quality. Spring wheat not so good, and the yield will be light.—Vanderslice-Lynds Co., Omaha, Neb.

Sterling, Colo., Aug. 12.—Wheat is of good quality, but yield is not up to last year. Increased acreage, however, leads us to expect a good volume at this station.—M. J. McMullin, mgr., Farmers Co-op. Elvtr. & Supply Co.

### ILLINOIS.

Edgar, Ill., Aug. 18.—Oats testing from 20½ to 30 lbs., 40 lbs. at best weight. Yield is from 24 to 50 bus. per acre, with an average of about 38.—G. D. Stanfield.

Mattoon, Ill., Aug. 23.—Oats larger acreage than usual account wheat freezing out; weather dry which is favorable for oats threshing.—J. W. Adrian, mgr. Lipsey Grain Co.

Cairo, Ill., Aug. 16.—Quality of corn varies in different localities. That planted late will be good. Oats fair crop. Wheat crop very short in this section. Yield light but quality fine.—M.

Decatur, Ill., Aug. 19.—The average estimated crop yield for Illinois is 14 lbs. per acre for wheat and 38 bus. per acre for oats. Corn compared with normal, 79%, and with last year, 88%.—E. B. Hitchcock, sec'y, Illinois Grain Dealers Ass'n.

Springfield, Ill., Aug. 12.—Condition of the corn crop in Illinois on Aug. 1 was 76% of normal, a decrease of 9 points since June 20. Acreage planted was 9,022,079. Only 50% of the 1,818,115 acres planted to winter wheat last fall was harvested. About 41% was winter killed, or destroyed by Hessian fly and floods. The total yield was 10,378,581 bus., which is the lightest yield reported since 1912. Oats yielded 180,070,000 bus., winter rye 2,011,036 bus., barley 1,336,040 bus., and hay 6,408,919 tons.—Illinois State Board of Agriculture.

### INDIANA.

Crawfordsville, Ind., Aug. 15.—The corn in this vicinity looks fine and with one more rain will make an average crop. Very little wheat, and about half a crop of oats.—Ed. Lee, Sr., Ed. Lee & Son.

Mulberry, Ind., Aug. 11.—The acreage of good new wheat was small, the thin fields yielding only 5 to 12 bus. per acre. None show more than 15 to 20 bus. Oats were a joke compared with outlook at cutting time. Acreage was big but yield light, averaging 25 to 40 bus., with occasional reports of 50. Corn has been hurt by heat and drouth.—S. A. Miller, mgr., Jay Grain Co.

### IOWA.

New Hampton, Ia., Aug. 14.—If we have an exceptionally favorable fall here, corn will be a normal yield.—P. H. Brannon.

Elkhart, Ia., Aug. 15.—Corn looks good. Oats yielded from 40 to 75 bus. per acre.—C. R. Boots, mgr., Elkhart Farmers Elvtr. Co.

Spencer, Ia., Aug. 11.—The new oats are a good quality and a fair weight, making about 45 bus. per acre. The corn crop is doing fine. Had a good rain just in time.—J. E. Glaman, mgr. Farmers Elvtr. Co.

State Center, Ia., Aug. 12.—Oats yielding from 40 to 50 bus. per acre, machine measure. They are of fair weight and good quality. Corn looks good; had a big rain today, and will have a record corn crop this fall if nothing intervenes.—Geo. E. Mead, agt., Quaker Oats Co.

Des Moines, Ia., Aug. 22.—In the southern sections, where heavy rains fell during the previous week, late corn made rapid progress and gives promise of making a fairly good crop. In the central districts corn, on light soil, has been damaged considerably; but in most of the area north of the C. & N. W. Ry. the crop is generally in good condition. Rain, however, is badly needed in many sections.—Geo. M. Chappel, Director, Iowa Division, U. S. Dept. of Agriculture.

Iowa, Aug. 16.—Reports of barley crop in Iowa indicate a small decrease in production as compared with last year, due to falling off in yield. There was some increase in acreage, but not enough to offset the smaller yield. Quality is good, the berry being mostly medium or plump, with only a small percentage light weight and no unsoundness of consequence. Color is variable, some being bright, but the larger part more or less discolored. Acreage estimates as compared with last year range from 75% increase to 50% decrease, but only a small number at these extremes and about one-half are no change. The average is about 1½% increase. Yield per acre estimates range from 15 to 40 bus. and average about 31½ or 1½ bus. less than the crop of 1915 and 4½ bus. less than the crop of 1914. Iowa 1915 acreage 353,000 acres.—E. P. Bacon Co., Milwaukee, Wis.

### KANSAS.

McPherson, Kan., Aug. 11.—Wheat is turning out poorly in this county.—P. P. Hawthorne.

Jewell City, Kan., Aug. 15.—Corn here is a total failure. No merchantable corn. Very dry.—C. R. Latta of C. E. Robinson Grain Co.

Kingsdown, Kan., Aug. 14.—Wheat made from 12 to 19 bus. per acre, and is of excellent quality. We have had no rain lately in this vicinity, and fodder crops will be short.—F. S. Rickner, mgr., C. D. Jennings Grain Co.

### MICHIGAN.

Standish, Mich., Aug. 12.—Our grain crop here will be a very light one on account of the backward spring.—C. F. Hall of Standish City Flour Mills.

### MINNESOTA.

Browerville, Minn., Aug. 10.—Grain crop is very poor in this vicinity.—Heid & Woell.

Lamberton, Minn., Aug. 9.—The small grain crop is not very good here this season, wheat is yielding about 8 bus. to the acre. Oats are yielding about 35 bus., barley 25 bus., rye 20 bus. Corn looks good but needs rain badly.—Thos. Masterson, mgr., Farmers Elvtr. Co.

Minnesota, Aug. 16.—Reports of barley in Minnesota indicate quite a decrease in production as compared with last year, due to falling off in both acreage and yield. Quality is variable and about equally divided between medium and light weight. There was material damage from heat, causing light weight but no unsoundness of consequence from unfavorable harvest weather. Mostly discolored and some badly so. Acreage estimates as compared with last year range from 20% increase to 30% decrease and about one-half are no change. The average is about 3% decrease. Yield per acre estimates range from 10 to 40 bus. and average about 24 bus. or 5 bus. less than the crop of 1915 and 2½ bus. more than the crop of 1914. Minnesota 1915 acreage 1,350,000 acres.—E. P. Bacon Co., Milwaukee, Wis.

Minneapolis, Minn., Aug. 23.—The exceptionally high price of wheat has been an incentive for many farmers to chance cutting their fields of wheat that otherwise would have been abandoned. We have reports on a number of fields of this kind that turned out better than expected, some yielding as high as ten bushels per acre, and many farmers who had bad prospects have at least received returns sufficient to cover the cost of their seed. Barley and oats have begun to move to market and as previously mentioned, are of good color and condition, but light in weight. The flax and corn crops both remain satisfactory and it looks as though they would escape any serious damage by frost. During the past few days threshing and farm work have been delayed in Minn., N. D. and S. D. on account of rains. In S. D. these rains have been especially heavy and may do some damage to grain in the shock. There will probably be a large amount of plowing and ground preparation this fall for next season's crop, as it was clearly demonstrated this year that grain properly seeded withstood the hardships much better than that which was disked into stubble.—The Van Dusen Harrington Co.

### MISSOURI.

Rockville, Mo., Aug. 18.—Corn almost total failure account drouth past 2 months.—C. E. Newton, mgr. W. H. Hurley Grain Co.

### MONTANA.

Ethridge, Mont., Aug. 12.—We have the promise of a very good crop in this vicinity this season.—Geo. A. Norman.

Three Forks, Mont., Aug. 13.—We will have about a half crop here, but it will not be blighted and I should get a good premium for this class of wheat this year.—Wm. A. Clark.

Great Falls, Mont., Aug. 18.—The new Montana wheat crop is now coming in. It is of a superior quality. If nothing happens to the growing crop in this state it will not only be of superior quality but it will also be not much under the big crop raised here last season.—H. N. Stockett, sec'y Northwestern Grain Dealers Ass'n.

### NEBRASKA.

Blue Hill, Neb., Aug. 21.—Wheat is all No. 2 hard and averaging 25 bus. per acre. Corn is about 60% of a crop.—H. F. Welch, mgr., Farmers Grain & Stock Co.

Holdrege, Neb., Aug. 16.—There has been a steady downpour of rain since about 5 p. m. Hardest rain in years. Reports of fall of 4 to 6 ins. are coming in.—G.

Kearney, Neb., Aug. 19.—Wheat is averaging 22 to 35 bus., and quality is good. Corn is hurt about 25%, but the balance is coming along in splendid shape.—Frank F. Roby.

Hampton, Neb., Aug. 21.—Wheat is good quality, and will average about 20 bus. Late corn is doing fine and with 3 or 4 weeks of good weather we will have a bumper crop.—Hampton Elvtr. Co.

Benedict, Neb., Aug. 12.—The wheat here turned out to be in good shape, from 25 to 30 bus. per acre. The corn looks good and have had nice rains to help it along. Oats from 45 to 55 bus.—Henry I. Johnson, mgr., Koehler-Twidale Grain Co.



Campbell, Neb., Aug. 22.—Wheat will average 18 bus. Corn small, only half crop.—Gund & Petersen.

Benkelman, Neb., Aug. 14.—Had a fine rain here the last few days, helping the corn some, altho most of it has been badly damaged by the drought. The wheat is of an exceptionally good quality, and the yield very good.—Benkelman Equity Exch.

Monroe, Neb., Aug. 14.—Wheat is of good quality. Some fields reported to yield 42 bus. per acre. The average was 23 bus. Oats is a fair crop. Corn has suffered from excessive heat, but will be a normal crop. The long heat spell is broken.—John Gibson, agt., T. B. Hord Grain Co.

Lexington, Neb., Aug. 14.—I have lived in this territory for 33 years, and never have I seen such a crop of wheat. We had a load this morning which ran 48 bus. per acre, and 30 to 35 bus. yields are common. A 25-bu. average will be very conservative.—R. M. Hewson, mgr., Lexington Farmers Elvtr. Co.

## NORTH DAKOTA.

Aberdeen, S. D., Aug. 20.—Wheat crop poor, struck by black rust.—M.

Timmer, N. D., Aug. 8.—Wheat crop is poor here. Other crops fine.—O. F. Aplin, agt., Occident Elvtr. Co.

Mantador, N. D., Aug. 19.—Wheat averaging 3 bus.; barley 12 bus.; flax 8 bus.; oats 15 bus.; rye 8 bus. Corn is poor.—H. A. Jacobs, agt. Farmers Terminal Elvtr. Co.

Hamberg, N. D., Aug. 21.—Grain poor this year; wheat will grade No. 3 for the best; what wheat has been threshed is averaging about 6 bus.—E. A. Harseim, mgr. Farmers Elvtr. Co.

## OHIO.

Sidney, O., Aug. 22.—Only a small acreage of wheat will be sown. Corn yield will be but little larger than that of last year, if we do not get rain soon.—E. T. Custenborder & Co.

## OKLAHOMA.

Chickasha, Okla., Aug. 17.—We are still having hot, dry weather, which is hurting the late corn; early corn is safe.—Kitching Grain Co.

Alex, Okla., Aug. 13.—Our corn crop has been damaged in last ten days 30% or promised crop, on account of hot winds.—Alex Mill & Elvtr. Co.

## SOUTH DAKOTA.

Wall, S. D., Aug. 17.—Crops very good; averaging from 10 to 20 bus.—John F. Harnden, agt. C. W. Van Dusen & Co.

Dupree, S. D., Aug. 9.—We have a good crop in our part of the state, but the means to take care of it are limited.—W. T. Searson.

Owanka, S. D., Aug. 11.—Black rust hit the late sown milling wheats, early sown and Durum were not affected. Heat cut down the yield and quality. Estimated yield is 12 to 15 bus. Winter wheat and rye is good, also oats. Corn coming fine.—J. V. Cottier.

South Dakota, Aug. 16.—Reports of barley in So. Dakota indicate material decrease in production as compared with last year, due to falling off in yield. There was some increase in acreage, but not enough to offset the smaller yield. Quality is variable, ranging from medium to light weight and mostly the latter, only a small percentage being plump. There is no unsoundness of consequence, but nearly all report more or less damage by heat, causing light weight. Color is generally good and not much discoloration. Acreage estimates as compared with last year range from 40% increase to 60% decrease, but only a small number at these extremes and nearly one-half are no change. The average is about 1% increase. Yield per acre estimates range from 7 to 45 bus. and average about 21 bus. or 9 bus. less than the crop of 1915, and 1 bus. less than the crop of 1914. South Dakota 1915 acreage 750,000 acres.—E. P. Bacon Co., Milwaukee, Wis.

## WISCONSIN.

Milwaukee, Wis., Aug. 16.—Reports of the barley crop in Wisconsin indicate considerable decrease in production, compared with last year, there being a falling off in both acreage and yield. Quality is good, the berry being generally plump or medium weight and no unsoundness from unfavorable harvest weather, but some heat damage reducing the weight. Color generally good and largely bright. Acreage estimates as compared with last year range from 30% increase to 25% decrease, but the larger number are no change. The average is 4% decrease. Yield per acre estimates range from 20 to 40 bus. and average about 32½ bus. or 2 bus. less than the crop of 1915 and about 7 bus. more than the crop of 1914. Wisconsin 1915 acreage 656,000 acres.—E. P. Bacon Co.

Madison, Wis., Aug. 15.—Corn stands thin on many fields in this state, owing to poor seed and wet spring. Northern and particularly northwestern section not affected much by drought. Hot weather has pushed corn along fast, promising a good crop, if rain is not too much delayed. Condition of corn is 78%, and average yield 20 bus. Early oats fairly well filled, promising a crop above fair. Late oats injured by hot weather in filling. Prospects below fair. In southwestern section grain lodged badly the latter part of June and has not risen since. Condition of oats is about 81%. Barley filled fairly well in the northern portion of the state. Southern section slightly deficient in filling. Condition 87%. There is a fair crop of wheat, it is affected by rust, however. Condition 83%. A fair crop of rye, averaging 21 bus. per acre. Buckwheat acreage compared with last year is 100%. Condition 83%.—Sec'y State Board of Agriculture.

Buckwheat—Condition 87.8% compared with 92.6% last year and 88.7% the 10-year average. Indicated yield 20.9 bus. per acre; against 19.6 last year and 20.6 the 1910-14 average. Area planted 819,000 acres, compared with 806,000 acres last year.

Crawfordsville, Ind., Aug. 15.—For the first time in 40 years in the grain business, I bot 1,000 bus. corn at 80c to ship. This is the first time corn has reached 80c since the year '62. In the fall of '61 corn was 15c per bu., the following fall it reached \$1.—Ed Lee, Sr., Ed Lee & Son.

THE AGRICULTURAL APPROPRIATION BILL as recently passed by Congress was signed on Friday, Aug 11 by President Wilson. With this action the measure providing for federal supervision of grain inspection, together with grain standards to be established by the secretary of agriculture, became a law.

HEAT FROM a gasoline exhaust pipe will be communicated to the surrounding woodwork if the heat can not radiate or be carried away by air currents. This is likely, as in one case where the pipe passed thru the wall of a power house lined inside and outside with iron, without an air space around the pipe. In one case the confined heat from a 27-inch boiler wall started a fire. In another case an exhaust pipe imbedded in a concrete wall 6 inches from a wood sill started a fire that destroyed the entire plant.—Our Paper.

FINDING THAT the rope of a power transmission drive would not stay on one of the upper sheaves the manager of an elevator ran two loops over one sheave. When an inspector of the Grain Dealers National Fire Ins. Co. happened along he discovered the bearing of the sheave hot, and an examination revealed that one of the sheaves was loose. Tightening the sheave and adjusting the tension weights made it possible to run smoothly. Moral: Trouble with moving machinery should be corrected at the source and immediately remedied.—Our Paper.



With Arbitration Practically Killed the Rail Strike Threatens More Ominously than Ever.



Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Fleming, Colo., Aug. 18.—The heavy movement of winter wheat in this territory will not start for 30 days.—Vanderslice-Lynds Co., Omaha, Neb.

Osbornville, Ill., Aug. 22.—Threshing all done. Have lots of old corn bot, but cannot handle it on account of the car shortage.—Otto F. Young, mgr. The Mt. Auburn & Osbornville Grain Co.

State Center, Ia., Aug. 12.—Threshing is about one-fourth done.—Geo. E. Mead, agt. Quaker Oats Co.

Elkhart, Ia., Aug. 15.—We have handled a lot of oats, wheat and old corn here.—C. R. Boots, mgr., Elkhart Farmers Elevtr. Co.

Spencer, Ia., Aug. 11.—The new oats crop is moving here right from the threshing machine. The farmers that can get the teams are hauling right in from machines at present price of 37c.—J. E. Glaman, mgr., Farmers Elevtr. Co.

Jewell City, Kan., Aug. 15.—One-half of the 1916 wheat crop is marketed.—C. R. Latto of C. E. Robinson Grain Co.

Topeka, Kan., Aug. 23.—It is estimated that about 54,000,000 bushels, or 60% of this year's wheat crop is still in the hands of the growers, and that 85% of the total output has been threshed, under conditions exceptionally favorable for clean separation of the grain from the straw.—J. C. Moehler, sec'y, Kansas State Board of Agriculture.

Duluth, Minn., Aug. 15.—We received the first car of new spring wheat. It was shipped from the Farmers Equity Elvtr. & Trading Co. of Warren, N. D. It weighed 54½ lbs. and graded No. 3 northern. It was sold to the Duluth-Superior Mlg. Co. at 1.32½¢. This is the earliest that a car of new wheat has ever been received in Duluth.—Atwood-Larson Co.

Rockville, Mo., Aug. 18.—Corn will have to be shipped in instead of out.—C. E. Newton, mgr. W. H. Hurley Grain Co.

Benkelman, Neb., Aug. 14.—Threshing is in full blast here.—Benkelman Equity Exchg.

Abie, Neb., Aug. 23.—The farmers are all holding their wheat for a \$1.50 a bus. price and none will move it. Mostly all the corn is hauled out.—J. M. Uridil.

Carson, N. D., Aug. 14.—Threshing begun; wheat mostly grading No. 4 Northern; rye fine.—F. W. Helder, mgr. Farmers Equity Exchange.

Washington, D. C., Aug. 8.—The amount of oats remaining on farms in the United States on Aug. 1 is estimated at 7.4% of last year's crop, or about 113,398,000 bus.; compared with 55,607,000 bus. on Aug. 1, 1915, and 66,646,000 bus., the average of stocks on Aug. 1 for the 5 years 1910-14.

Chicago, Ill., Aug. 21.—Prices lower than last year. Shortage of cars will offset the decrease in prices to some extent. Hay is most affected when car shortage occurs. Policy of hay receivers will make deals more satisfactory. Greatest trouble is due to holding over hay. Last winter couldn't find any hay. In June more was moved than could be taken care of. Throughout northern states there is no outlet for hay other than terminal markets. Best plan for shippers is to send in gradually.—John H. Devlin, Albert Miller & Co.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
July 4, '14. to July 3, '15:				
	314,473,000	182,948,000	101,585,000	17,702,000
July 3, '15. to July 3, '16:				
	356,038,000	303,441,000	125,709,000	101,626,000
July 8: 7,071,000	1,890,000	2,570,000	2,410,000	
July 15: 7,963,000	2,049,000	4,299,000	2,829,000	
July 22: 8,327,000	1,548,000	3,411,000	2,680,000	
July 29: 8,891,000	3,809,000	3,065,000	1,846,000	
Aug. 5: 7,032,000	1,841,000	3,361,000	1,892,000	
Aug. 12: 5,500,000	3,100,000	4,403,000	897,000	
Aug. 19: 5,813,000	3,100,000	4,180,000	897,000	
Total:	48,879,000	18,208,000	25,309,000	12,241,000

ROBERT I. HUNT, a well known credit man and banker of Decatur, Ill., who has been largely interested in the grain business, has recently succeeded Irving Shuman in charge of the Chicago subtreasury, as assistant treasurer for the local district.

The closing prices for wheat and corn for Sept. delivery at the following markets for the past two weeks have been as follows:

	Aug. 10.	Aug. 11.	Aug. 12.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.	Aug. 19.	Aug. 21.	Aug. 22.	Aug. 23.	Aug. 24.
Chicago .....	144%	143%	143%	137%	142	141%	139%	143%	147%	150%	149%	149%	148%
Minneapolis .....	149%	149%	149%	144%	149%	149%	148	153	157%	160%	158%	159%	157%
Duluth .....	149%	149%	150	144%	150%	150%	149%	155%	159%	161	159%	159%	158%
Omaha .....	138	137	137%	132%	137%	137%	136%	140	145	146%	146	146	145
St. Louis .....	142%	142%	142%	137	141%	140%	139%	142%	146%	148%	148%	148%	147%
Kansas City .....	138%	138%	138%	133	137%	136%	135%	139	142%	145%	145%	145%	143%
Waukegan .....	144	143%	142%	137%	142	140%	139%	143	147%	150	149%	149%	148%
Toledo .....	153	151%	150%	145%	150	148%	146	151%	156	158%	158	157%	154%
Baltimore .....	153%	152%	153	148%	152%	151%	149%	153%	158	160%	159%	159%	158%
Winnipeg .....	149	149%	148%	142%	145%	143%	140%	145%	149	155%	153%	152%	151%
Chicago .....	84	83%	84	83%	83%	83%	83%	83%	84%	86%	85%	85%	85%

Kansas City....	81%	81%	81%	80%	80%	80%	80%	81%	82%	82%	81%	81%	81%
St. Louis.....	84	83%	84	83%	83%	83%	84%	85	86%	85%	85%	85%	85%
Omaha.....	79%	79%	80%	79%	79%	80%	80%	80%	81%	82	81	80%	79%

RECENT GRAIN SHIPMENTS abroad from Philadelphia have been as follows: The Student for Spezia, 240,000 bus. of oats; the Uperne for Marseilles, 172,870 bus. of wheat; the Joaquin Mumbru for Certe, 112,236 bus. of wheat; the Arab for Dunkirk, 102,493 bus. of corn; the Haverford for Liverpool, 80,000 bus. of wheat and 51,428 bus. of corn, and the Crown Point for London, 40,000 bus. of wheat; 42,857 bus. of corn and 50,000 bus. of oats.

Two vessels of the 1915-16 grain fleet of Portland, Ore., have recently been heard from. The French bark Notre Dame d'Arvor reached Queenstown on Aug. 15 after having been out from the Columbia River 155 days. She left the river, carrying 122,192 bus. of wheat, clearing for the Azores for orders. The Norwegian ship Olivebank, which reached Fayal, Aug. 8, was 144 days on the trip from the Columbia River. She cleared for Nantes, carrying 48,103 bbls. of flour. Eight of the members of the fleet have not yet reported, which include the French bark Bonchamp, which cleared for the Azores; the British ship Holy Hill, en route to the United Kingdom; the Norwegian bark Musselcrag, for Ipswich; the French bark Bossuet cleared for Ipswich; the British bark Alice A. Leigh, United Kingdom; the British bark Invergarry, Azores for orders; the British bark Inverlogie, United Kingdom, for orders, and the British steamer King Malcolm, United Kingdom for orders.

GRAIN SHIPMENTS aggregating 1,163,000 bus. left Boston for oversea ports during the week ended Aug. 5. The sailings included the Saxon Monarch for Glasgow, 120,000 bus. of wheat, 40,000 bus. of corn, 27,000 bus. of oats and 25,000 bus. of barley; the Etonian, for Liverpool, 104,000 bus. of wheat, 46,000 bus. of corn; the Steelville, for a continental port, 160,000 bus. of wheat, 46,000 bus. of barley; the Ninian, for Manchester, 40,000 bus. of wheat, 85,000 bus. of corn, 50,000 bus. of oats; the Bay State, for Liverpool, 120,000 bus. of wheat and 100,000 bus. of oats, and the Wardha, for an Italian port, with 200,000 bus. of oats. The previous week's shipments totaled 745,448 bus. The St. Ursula for Liverpool took out the week's largest consignment, having 202,953 bus. of wheat, and 42,857 bus. of corn. The Missouriian for St. Nazaire carried 192,000 bus. of oats, and the Arrino for the same port had 170,815 bus. of oats, all of which is destined for the French government. The balance was taken by the Anglian for London, which took 102,857 bus. of corn, 33,966 bus. of barley.



ALL RECORDS for big cargoes of oats leaving Baltimore were broken recently by the steamship "Flimston," which cleared for St. Nazaire, France, with 567,000 bus. of oats stowed away in her holds.

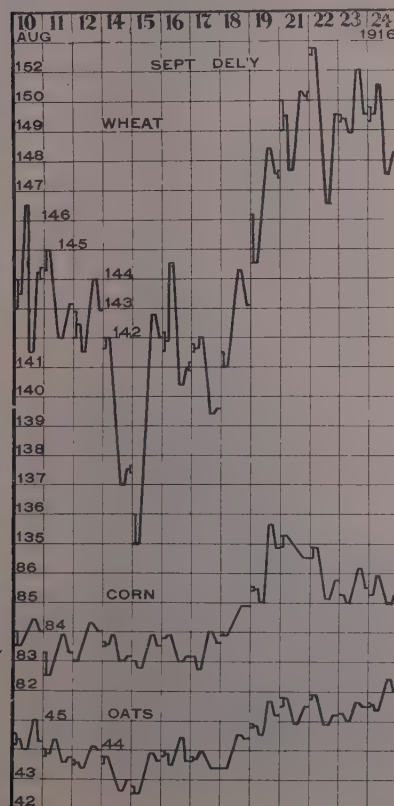
WHEAT EXPORTS from Atlantic ports for the week ending Aug. 12 amounted to a total of 5,782,000 bus., compared with 7,032,000 the week before, and 3,841,000 a year ago. Of the total for the week ending Aug. 12 this year, 642,000 bus. went to Liverpool, 527,000 to London, 65,000 to Glasgow, 40,000 to Bristol, 598,000 to other English ports, 1,743,000 to Holland, 777,000 to France and 1,390,000 to other continental ports.

TWO MORE CARGOES of grain left Portland, Me., recently for the Belgian sufferers. They were the Norwegian steamers Otta and Avona bound for Rotterdam. Since the beginning of shipments last September more than 30 steamers have taken grain from Portland on account of the Commission for Relief in Belgium, the aggregate of their cargoes being more than 6,000,000 bus. While there are no ships chartered at present, it is generally expected that a number of other shipments will be made within a few weeks.

WE HEARTILY ENDORSE the Journal and like to read it. We think it is of great benefit to the grain trade.—Kitching Grain Co., Chickasha, Okla.

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for September delivery at Chicago, for the last two weeks, are given on the chart herewith:



## The U. S. Warehouse Act.

The central purpose of the U. S. Warehouse Act which became a law on Aug. 11, 1916, is to establish a form of warehouse receipt for cotton, grain, wool, tobacco and flaxseed, which will make these receipts easily and widely negotiable as delivery orders or as collateral for loans, and, therefore, of definite assistance in financing crops. This purpose the act aims to attain by licensing and bonding warehouses under conditions which will insure the integrity of their receipts and make these receipts reliable evidence of the condition, quality, quantity, and ownership of the products named which may be stored with them.

The Secretary of Agriculture is given general authority to investigate the storage, warehousing, classification, weighing, and certifying of cotton, wool, grains, tobacco and flaxseed, and to classify warehouses for which licenses are applied for or issued.

**A Permissive Statute:** He may issue to warehousemen licenses for the conduct of warehouses in which such products may be stored for interstate or foreign commerce, and also of warehouses located in places under the exclusive jurisdiction of the United States in which such products may be stored. Persons who are not warehousemen may also be licensed, subject to the same requirements as licensed warehousemen, to accept such products for storage in warehouses owned, operated or leased by any state. Licenses may be issued for periods not exceeding one year, and are renewable upon showing satisfactory to the Secretary of Agriculture. A fee not exceeding \$2.00 may be charged for each license or renewal, and, in addition, a reasonable fee for each examination or inspection of a warehouse made upon application of the warehouseman. It is not, however, compulsory that any warehouseman be licensed by the Secretary of Agriculture. The system is wholly permissive.

Every applicant for a license as a warehouseman must agree to comply with the Act and the rules and regulations prescribed under it. He must give a bond, with other than personal surety, to secure the performance of his obligations as a warehouseman under the laws of the place in which the warehouse is conducted, under his contracts with his depositors, and under the United States Warehouse Act. The right is given to any person injured through its breach to sue in his own name on the bond for any damages sustained by him. When such bond has been given, the warehouse may be designated as bonded under the United States Warehouse Act.

**Inspection of Licensed Warehouses:** The Secretary of Agriculture is authorized to inspect warehouses licensed, or for which licenses are applied for; to determine whether they are suitable for the proper storage of agricultural products; to prescribe the duties of licensed warehousemen with respect to their care of, and responsibility for, agricultural products; and to examine agricultural products stored in licensed warehouses. Deposits of agricultural products in such warehouses are made subject to the Act and the rules and regulations under it.

**Duties of Warehousemen:** Licensed warehousemen are not permitted to discriminate between persons desiring to store agricultural products in their warehouses. All agricultural products, except fungible products (such as grain and the like), of the same kind and grade, for which separate receipts are issued, must be so kept that they may be separately identified and redelivered to the depositor. Warehousemen may mix grain and other fungible products, ordinarily mixed in storage, when they are of the same kind and grade and are delivered from the same mass, but may not mix such products when they are of different grades.

**Warehouse Receipts:** Original receipts must be issued for all agricultural products stored in licensed warehouses, but only when such products are actually stored at the time of the issuance of the receipts. Additional or further receipts for the same products may only be issued in place of lost or destroyed receipts, and then only under specified conditions.

The Act enumerates certain facts which must be stated in all receipts issued by licensed warehousemen. They must show (a) the location of the warehouse, (b) the date of issuance, (c) the consecutive number, (d) whether the products will be delivered to the bearer, to a specified person, or to a specified person or his order, (e) the rate of storage charges, (f) a description of the product stored, including the quantity or weight, (g) the grade or other class, according to the official standards of the United States for such products, unless

there be no such standard, in which event it must be stated according to some recognized standard or according to rules and regulations prescribed by the Secretary of Agriculture, (h) that they are issued subject to the United States Warehouse Act and the rules and regulations under it, (i) ownership, if any, of the products by the warehouseman, (j) any lien claimed by the warehouseman for advance made or liabilities incurred, (k) any other facts required by the Secretary of Agriculture, (l) the signature of the warehouseman, which may be made by his authorized agent. Unless otherwise required by the law of the State in which the warehouse is located, the grade may be omitted at the request of depositors, except in case of fungible agricultural products. If the receipts clearly show that they are not negotiable.

**Licensed Classifiers and Weighers:** The Secretary of Agriculture may license competent persons to classify and weigh agricultural products stored in licensed warehouses, and to certify the classification or weight of the products. Such licenses may be suspended or revoked at any time if the licensee fails to perform his duties properly. All grain, flaxseed and other fungible products stored for interstate or foreign commerce in licensed warehouses must be inspected and graded by persons licensed for the purpose. Authority is given to establish official standards for the agricultural products named in the Act, and standards established under any other act of Congress are adopted for the purpose of the Warehouse Act.

**Delivery of Products:** Upon demand of depositors or holders of receipts, licensed warehousemen, in the absence of some lawful excuse, must deliver products stored without unnecessary delay. The demand for delivery must be accompanied with an offer to satisfy the warehouseman's lien, to surrender the receipt, if negotiable, properly endorsed, and, when requested by the warehouseman, to sign an acknowledgement of the receipt of the products redelivered. Upon the redelivery of the products for which given, all receipts returned must be canceled.

**Records and Reports:** Licensed warehousemen are required to keep in safe places complete and correct records of all agricultural products stored and withdrawn, and of receipts issued, returned, and canceled. They must also make detailed reports to the Secretary of Agriculture as often as required. Their books, records, papers and accounts are subject to examination by the Department of Agriculture.

**Revocation of Licenses:** The Secretary of Agriculture is required to publish the names, locations, and addresses of all warehouses and persons licensed under the Act, with lists of all licenses revoked and the causes of termination. He may publish his findings whenever he determines that a licensed warehouseman is not performing fully his duties under the Act. He may suspend or revoke any license if the licensee fails to comply with the Act or the rules and regulations. He may also suspend or revoke any license issued to a warehouseman if unreasonable and exorbitant charges have been made for services rendered.

The Act expressly provides that nothing contained in it shall be construed to interfere with state laws relating to warehouses, warehousemen, weighers, graders, classifiers, or with similar Federal laws. On the contrary, the Secretary of Agriculture is authorized to cooperate with officials charged with the enforcement of such state laws in order to carry out the provisions of the United States Warehouse Act.

**Penalties.** Punishment by fine or imprisonment or both may be imposed on any person who counterfeits, forges, or uses without proper authority any license issued under the Act, or who issues or utters a false or fraudulent receipt or certificate, or who uses a name or description conveying the impression that a warehouse is designated as bonded under the Act unless the bond has actually been filed and approved or the license issued remains unsuspended and unrevoked.

An appropriation of \$50,000 is made for carrying out the provisions of the Act. The necessary rules and regulations are now in course of preparation, and will be published at the earliest practicable date.

**BALTIMORE**  
**I'LL SEE YOU AT**  
**BALTIMORE**

September 25-27, 1916.



### Car Shortage Acute.

The shortage of cars thruout the country is more acute than it has been at this time of year since car statistics were first compiled. The reports of Aug. 1 show a net surplus of all cars amounting to 10,000, while for only three years of the last ten has the figure been below 100,000. The previous low figure for Aug. 1 was in 1907 when the surplus fell to 27,836. This record indicates the approach of one of the worst freight car shortages the country has ever known, and bears out the numerous complaints by grain shippers of inability to obtain cars. One Chicago shipper has tried for six weeks to obtain enough cars to fill eastern orders for grain.

The National Industrial Traffic League and a com'ite acting for the American Railway Ass'n have been trying since July 14 to formulate a set of rules which would help to bring about the freer movement of cars. The carriers it seems, believe that the shippers are responsible for all of the delays to rolling stock, and the suggestions for relief made by their com'ite have been so drastic as to be burdensome to the shippers. The Traffic League, on the other hand, offered a set of rules relating to demurrage which were not acceptable to the railroads. The most recent action in the matter is the statement by the carriers that the following proposition will be offered for the consideration of the Interstate Commerce Commission at once:

Two days of free time; \$2 per car for third day; \$3 per car for fourth day; \$4 per car for fifth day, and \$5 per car for all days thereafter.

Should the Commission decide to give the railways a hearing in the near future the Traffic League will be represented and will no doubt submit a saner suggestion for combating the shortage than the mere question of demurrage. If the carriers would waive the so-called Home Routing Rule and inaugurate instead a method of pooling their box car equipment far better results would be obtained. It is well known that too often the railroads permit their cars to stand on pri-

vate sidings for days at a time after they have been notified that the cars were ready for removal.

The shippers of the land have been forced to suspend business so frequently during the last three years it is time all roads provided more box cars and better terminal facilities for unloading cars promptly and returning them to interior points for more freight. If the per diem paid by carriers to one another for the use of cars were increased, the roads which now depend upon other lines for their cars could buy a few cars for themselves. Some of the strong eastern lines which are without ample elevator facilities at the seaboard, are spending many millions in the building of fancy hotels to attract passenger traffic. If they would spend a little money in building freight storehouses for bulk grain at the seaboard, it would go far toward relieving the congestion and greatly increase the earning capacity of their present rolling stock.

I AM LOST without the Journal—J. F. Harvey, Wichita, Kan.

I ALWAYS ENJOY reading the Journal.—W. T. Searson, Dupree, S. D.

EDWARD N. HURLEY, chairman of the Federal Trade Commission, after his investigation of the wheat advance at Chicago, announced Aug. 21 that the Federal Commission would not investigate the operations of the speculators, as he learned the advances were due entirely to the shortage in the crop. A wise one.

A REPEAL of the tax on mixed wheat and corn flour by passing the Rainey bill is said to be favored by the Federal Trade Commission. Manufacturers can not mix under the prohibitive tax at present, so that now consumers and bakers desiring to cheapen their bread by addition of corn flour buy the separate ingredients and do the mixing.

NO WHEAT INVESTIGATION has been ordered by the Department of Justice, says Attorney-General Gregory, puncturing the bubble blown by the daily newspaper writers for the edification of the general public. At Chicago, likewise, District-Attorney Clyne said he had no intention of calling a grand jury to inquire into the action of brokers, nor did he contemplate any investigation.

### Car Shortage Warning.

The Interstate Commerce Commission, on Aug. 10 issued the following warning to both carriers and shippers, in an attempt to prevent the prevailing car shortage from becoming more serious:

"Reports are being received by the Commission indicating that a 'car shortage' is again threatened, caused in part by the heavy movements of grain at this season of the year.

"The Commission therefore takes this opportunity of again bringing to the attention of the carriers and shippers the necessity for close supervision of the methods of loading, unloading and moving of cars so as to secure the fullest possible use of available equipment.

"Shippers should endeavor to secure the prompt and full loading of cars and consignees their prompt unloading and release.

"The Commission feels justified in urging upon shippers and consignees that they shall not use cars for storage purposes, but should endeavor to release them as promptly as possible, and not avail themselves of the full limit of free time provided by the tariffs.

"Carriers should also make every endeavor to eliminate delays and expedite the movement of shipments. Cars should be promptly returned to the home line, company material promptly unloaded and close supervision given to operations at terminals.

"Individual shippers and their associates and the carriers should co-operate in order that the delays and losses consequent to a shortage of cars may, so far as possible, be avoided."

ALTHO THE COUNTRY is growing in population and volume of business the number of freight cars in service at the close of the fiscal year 1915 was 7,342 less than at the close of the fiscal year 1914, as reported by the Interstate Commerce Commission. Locomotives decreased 815, due to worn out equipment not being replaced. Stock, tank and refrigerator cars increased, while box, flat and other cars decreased 15,222. Small wonder that a car shortage develops whenever the movement of freight slightly exceeds normal. Now that railway earnings have been showing a big increase there would be some hope that the funds would be used to purchase needed cars and engines were it not that first comes the grafting official, next the Wall street manipulator, the bondholder, the stockholder, and the tax gatherer. Lest the public which comes last should get anything in the way of improved service or more cars the brotherhood of trainmen is crowding in with a demand that their wages be boosted far above those of all other railway employees.



Office and Driveway Damar, Kan., Elevator.

[See facing page.]



Weeds and Trash about Luverne, Minn., Office.



## The Elevator Man's Landscape.

By TRAVELER.

The operator of the country elevator is not a stern ascetic. The average grain man, as I find him, would prefer to have his place of business, where he spends most of his waking hours, neat, clean and attractive. Of course, there are some men who never would brush up a bit, even tho they had eternity to do it in. The average grain dealer has a certain pride in the appearance of his place of business that he cannot hide, even tho the exacting demands of important responsibilities take all his time.

The grain man has an aversion for trash, such as broken boxes, barrels, old papers, weeds and other rubbish, yet you will find many plants where no effort is being made to prevent the passerby sizing up the place as a mere trash heap. The rubbish in addition to offending the eye of the average individual, greatly increases the fire hazard of the plant and should materially increase the cost of fire insurance.

Herewith are reproduced photographs of offices of two grain elevators. The one at the left is at Damar, Kans. The one at the right is at Luverne, Minn. In passing it is well to observe that both have flat shingle roofs, spread especially for the purpose of catching locomotive sparks while they are red hot, so that if the sparks miss the weeds they will light on the roof, and their efficiency as fire starters will thereby be greatly increased.

Each summer I see more persistent and more consistent efforts being put forth by different grain elevator operators to beautify their surroundings. It does not cost much, nor require much time or labor after a start is once made. The elevator operators at McLean, Ill., have long prided themselves in keeping the grounds about their plants free from rubbish and decorated with shrubs and flowers. Morristown, Ind., dealers are also training along this line, and bidding hard for first place.

The grounds about the elevator of Graham & Bennion, at Chenoa, Ill., have been decorated with trees and an attractive lawn, in fact the grain men keep a lawn mower at the elevator and see to it that the grass is mowed and the grounds kept in attractive condition. It is the most pleasing surroundings I have ever seen given to any elevator. You could strain your eyes in any direction, still you would not find any trash, weeds or junk lying around the plant. It is really a delightful departure from the conditions prevail-

ing about many elevators. Their office and covered scale platforms sets out on the street, but even it is covered with vines and shaded by trees, so that the occupants are in a measure protected from the heat of the sun and the dust of the driveway.

No one who has experimented in the matter of surroundings can doubt that pleasing, cheerful surroundings not only increase the efficiency of the workers, but also help to extend a welcome to those who come there to trade. Try it.

A REAL COUNTRY ELVTR., among the many large grain receptacles in Buffalo is now in operation. The Exchange Elvtr. on the Erie Basin is now receiving truck loads of grain from farmers in the vicinity, which are held until a carload has been received, when it is sent away. The receipts during the first weeks have been quite heavy.

GRAIN RUSTS are taken up by E. Riehm (Deut. Landw. Presse, 42 (1915), No. 49, pp 493, 494, pl. 1, fig. 1), who gives a descriptive discussion of black rust (*Puccinia graminis*) on wheat, rye, barley and oats; yellow rust (*P. glumarum*) on wheat, rye and barley; brown rust (*P. triticea*) on wheat; brown rust (*P. dispersa*) on rye; crown rust (*P. coronifera*) on oats, and dwarf rust (*P. simplex*) on barley.

OCEAN TONNAGE at Philadelphia is very scarce and rates high. If ocean tonnage is offered and confirmed, permits will be issued for grain not to exceed amount offered. A steamer of 12,000 quarters from New York to Denmark was chartered Aug. 21. Rates on grain are quoted a trifle easier. Ocean tonnage from the Gulf to Europe is not plentiful, but there is enough for present demand. Rate from New Orleans to Liverpool equivalent to 42c per bus.

GRAIN HANDLERS are readjusting their business to the new crop conditions, the most striking change being in the soft winter wheat producing territory between Kansas City and Pittsburg. Altho Pennsylvania and Kansas had good crops a big shortage will develop between, so that the coming spring will see some curious cross current movements of wheat. Wideawake shippers in the Pacific Northwest already are preparing to place their grain in the central states as soon as the local surplus has been worked off. Country elevator operators in Indiana, Ohio and Illinois who may get hold of some good wheat will do well to hold it until a good stiff premium is bid for the cash article.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

W. & L. E. 21470 passed thru Union City, Ind., Aug. 24, in Big Four train leaking oats.—The Pierce Elvtr. Co.

Penna. 59410 passed thru Mooreland, Ind., Aug. 18, eastbound, leaking oats at door and also badly at one corner.—J. O. Donahoe, of McLellan & Donahoe.

B. & M. 64701 passed thru Lesterville, S. D., Aug. 16, northbound, leaking white corn at broken door post.—Edw. Freidel.

N. O. G. N. 1162 passed thru Atkinson, Ind., Aug. 16, in train No. 98, Big Four, leaking wheat along sides and at bottom of siding.—Elbert Stempel of The Atkinson Grain Co.

C. P. 36010, going east, was found leaking at Jewell City, Kan., Aug. 15. Leaked about 1 bus. thru floor over front axle of rear truck. It was repaired by Mr. Fred Bartsch, our elvtr. man, and train crew.—C. R. Latto, C. E. Robinson Grain Co.

C. & S. 13021, eastbound, had both drawbars pulled out at Neponset, Ill., Aug. 14, and about 200 bus. of wheat spilled out while switching it out. Section men transferred it into a C. B. & Q. car and gathered up what they could.—W. H. Hayes, mgr., Neponset Farmers Gr. Elvtr. Co.

M. P. 22108 on the A. T. & S. F. was seen to be leaking at the side near the end as it passed thru Galesburg, Ill., Aug. 14. The writer detected this leak altho more than 80 feet distant, and could see the oats leaking very freely.—J. C. South, Jr., J. C. South Grain & Coal Co.

A. T. 20726 came in to Mulhall, Okla., on Aug. 12, leaking badly on the side of the car. Leak stopped here.—Donahoe Bros.

C. B. & Q. 108901 passed thru Fowler, Ind., eastbound, Aug. 11, 1916, leaking yellow corn at side of car.—Fowler Grain Co.

C. M. & St. P. 62570 passed thru Tyndall, S. D., Aug. 2, southbound, leaking wheat badly at end door and side door. Car was badly bulged.—L. V. O'Neill, mgr. Farmers Elvtr. Co.

C. & S. 12386 passed thru Essex, Ia., Aug. 1, leaking white corn at side doorpost.—F. D. Stearns, of Essex Roller Mills.

Mo. P. 37430 passed thru Dwight, Ill., on Aug. 8, leaking either oats or wheat from side of car, looked like broken door post.—Boston & McClelland.



Green Lawn about Chenoa, Ill., Elevator. Vine Covered Wagon Scale of Same Elevator.



**Buying Encumbered Grain Safely.**

BY CLIFFORD V. COX, ATTORNEY FOR WESTERN GRAIN DEALERS' ASS'N.

Some time ago I was requested by the Secretary of the Western Grain Dealers Ass'n to work out a plan that would protect the country grain dealer from loss by reason of purchasing grain encumbered by a landlord's lien or a mortgage lien. I made the following suggestions:

**A. LANDLORD'S LIEN.**

When any grain dealer purchases grain of a renter, I would recommend that the check given in payment for the grain should be made payable both to the landlord and the tenant so that the same cannot be cashed until it is endorsed by both the landlord and tenant. I would also recommend that each grain dealer provide himself with a rubber stamp bearing the following form of endorsement to be stamped on the back of each check and which endorsement includes a waiver of landlord's lien to be signed by the landlord before the check can be cashed.

**FORM, FOR ENDORSEMENT OF CHECK.**

By endorsing this check, I hereby waive my landlord's lien and any and all liens I may have upon the grain for which this check is given in payment.

.....  
Landlord.

I also recommend the following form for a placard to be printed and placed in each grain office, notifying the public of this rule. If the grain dealers adopt this rule and strictly adhere to it, there will be no difficulty on the part of any dealer in protecting himself from the losses which have heretofore been sustained:

## Landlord and Tenant Notice

**HEREAFTER ALL CHECKS FOR GRAIN BOUGHT WILL BE MADE PAYABLE TO BOTH LANDLORD AND TENANT AND MUST BE ENDORSED BY BOTH.**

(The foregoing rule will be strictly enforced unless the landlord gives us a written waiver of his landlord's lien.)

Some difficulty in obtaining the endorsement of the check by the landlord would of course be presented where the landlord lives at a distance or is not personally present to endorse the check, and to meet such contingency, I have prepared the following form of "Written waiver of landlord's lien" to be signed by the landlord and to be delivered to the person purchasing the grain:

**WAIVER OF LANDLORD'S LIEN.**

I, ....., being the owner or the certain farm located in ..... Township, ..... County, Iowa, which is rented by me to ..... and which farm is more particularly described as follows: .....

do hereby waive my landlord's lien and any and all other liens that I now have or may hereafter have upon any grain now grown and situated upon said farm (whether in crib or field) or that may be grown upon said farm during the year ....., and I hereby consent that the purchaser of said grain may pay the said ..... in full therefor without any notice to me.

Dated at ..... this ..... day of .....

Witnesses to Signature: .....

If this written waiver of the landlord's lien is properly signed and witnessed and delivered to the person buying the grain, the check could then safely be made payable to the tenant alone. In the event that any landlord is residing out of the state or at a distance from his farm, he could execute such written waiver and leave it with a local banker or any authorized agent to be delivered to the purchaser of the grain and the tenant would be bound to make proper arrangements which such banker or agent in order to obtain such written waiver for the grain dealer, before he could obtain settlement for his grain.

**B. MORTGAGE LIEN.**

Many times a loss is occasioned by reason of buying grain which is encumbered by a mortgage, which mortgage is properly recorded in the office of the County Recorder in the county seat. The grain dealer living away from the county seat has no opportunity of examining the county records. In any case, whether the grain dealer lives at the county seat or some other town, it is very inconvenient to be compelled to go to the county recorder's office and examine the records each time grain is offered for sale. To obviate this difficulty, I would recommend that arrangements be made by the grain dealer to have reported to him by some person at the county seat in daily touch with the records, every mortgage that is filed in his county covering grain. When any such mortgage is reported to the grain dealer, I would recommend that he make a card and keep these cards in a card index, indexing each mortgage under the name of the mortgagor (the man who

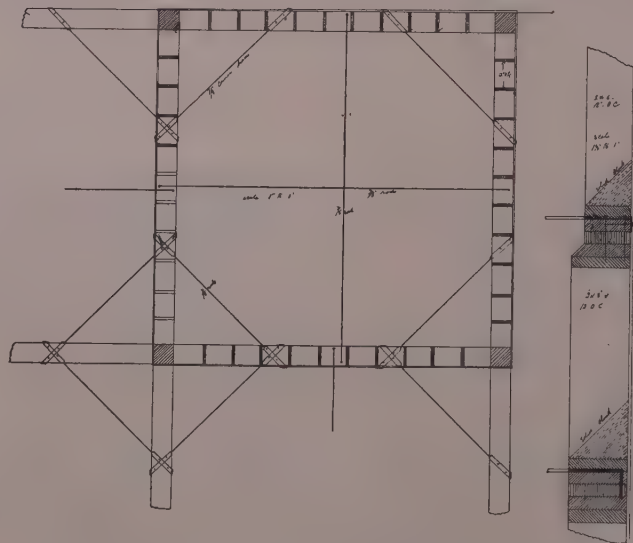
gave the mortgage) and showing the amount of the mortgage, the date of same and what grain it covers. This card index of grain mortgages for any one county would be comparatively small and the grain dealer could without any trouble immediately inform himself in his own office as to whether or not any person offering grain for sale had given a mortgage upon it.

This index would not show releases of mortgages when they were paid off, but whether or not any particular mortgage has been released could be ascertained by calling the recorder's office by phone. Releases of mortgages are so often made on the margin of the record that a person making a report could not with any certainty be sure of getting all of the releases and for that reason a report on releases of mortgages would not be reliable.

In nearly every county seat there is some person who makes a business of furnishing to customers a list of land transfers including mortgages and other filings in the recorder's office, but if there is no such person engaged in that business in any particular county, arrangements could be made with the county recorder or some abstractor to furnish a report. This could be done at a comparatively small expense.

In my opinion the adoption of and adherence to the foregoing system would adequately protect the grain buyer from unknowingly buying grain which is encumbered, and in the case of the purchase of grain from a tenant, the endorsement of the check or obtaining the written waiver of the landlord would protect the dealer from any loss by reason of the landlord's lien for unpaid rent.

JUTE PRODUCTION in India is a valuable asset to that country, and efforts are now being made to extend the growth and improve the quality. The three pressing needs are said to be better cultivation, better transport and unrestricted markets. While there is a comparatively small acreage planted to jute in India it is a profitable crop as it is worth about 145 rupees per acre, as compared with 52 rupees for rice, 36 for wheat and 32 for cotton. Besides being the most valuable crop per acre, jute also maintains a greater population per square mile.



Detail of Reinforcing of Studded Elevator. [See facing page.]



## A Balloon Elevator of Improved Design.

In the early days of country elevator construction, most of the small houses were erected on what was known as the studded plan of construction, that is the bin walls were formed of 2x4s, placed vertical and held together by tie rods, plates and bands. The strength of these structures was generally ample to hold up all the grain that could be put into them, but frequently they gave way to a strong wind. This style of elevator construction was displaced in some sections of the country by the cribbed elevator, formed of 2x8s, 2x6s and 2x4s laid on top of one another. Some improvements were made in the studded elevator, but it remained for one of the old-time builders, J. W. Stroup, of the Construction Co., who has had long experience not only in country elevator work, but also in terminal elevator work, to evolve a new plan of anchoring the studding, so as to secure strength and firmness.

Illustrated herewith is the elevator at Johnston Siding, Ill., which is now owned and operated by Holmes & Maurer of Lincoln, Ill. The studding is firmly braced by solid blocks, which were made true at the mill, and the bins are

braced with  $\frac{3}{8}$ -inch tie rods across their corners, as is shown in the illustration, so that the wind does not affect the plumbness of the building or the alignment of the shafting. This method of construction effects a material reduction in the cost of the building, without reducing the strength of the structure below the point of safety.

The bins of the plant illustrated herewith were erected in five different sections. In the first section 8x8-inch posts and 2x8-inch studding, 7 ft. long. In the next section the same material, but 8 ft. long was used, while in the third section the same material but 9 ft. long was used. In the fifth section 6x6-inch posts and 2x6-inch studding, 8 ft. long was used. In the fifth section 6x8-inch posts and 2x6-inch studding, 9 ft. long was used. All studding was spaced 12 inches on centers. In the first, second and third sections the plates were made of five members of 2x8s, all thoroly spiked with studding. In the fourth section the plates were made of five members of 2x6s and the plates of the top section were made of three members of 2x6s.

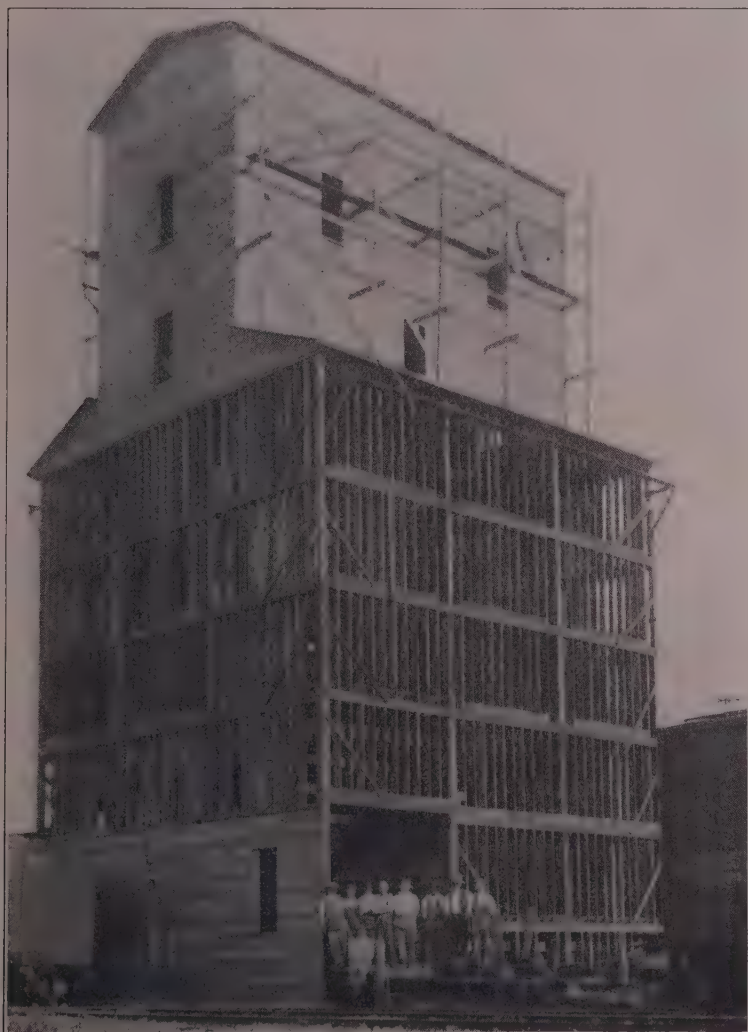
The interior walls were sheathed with dry  $\frac{3}{8}$ x6-inch D & M flooring, two 10 d. nails for each studding. The exterior walls were sheathed with  $\frac{3}{8}$ x8-inch ship

lap, having three 10 d. nails to each studding and post.

Each bin was provided with corner braces at each plate. Each of these braces was formed of 6 ft. of  $\frac{3}{8}$ -inch round steel, each end being secured to the plates by a right angle bend of 4 inches into the plates. All spaces between the studding and on top of the plates were provided with a 45 degree solid block to shed the grain. These blocks were put on as the studding was raised, and well nailed to the studding and to the plates.

All roof surfaces of the building were covered with 4-ply asbestos roofing, put on with cleats, and the exterior surface of the building was covered with 3-ply asbestos siding, put on with flat head nails. All window and door frames were set flush with the outside sheathing with siding extending over same. All doorways were provided with rolling doors, the tracks being covered with hoods of galvanized iron.

While many grain men prefer cribbed construction houses at the average station, the small station's business makes it necessary that every practical economy be indulged, and this new way of constructing a studded house seems to insure a large reduction in first cost.



Holmes & Maurer's Studded Elevator at Johnston Siding, Ill. [See facing page.]

AS A RESULT of two years of war 1,587 merchant ships, with a total gross tonnage of 2,816,644, have been destroyed. Incomplete figures for July showed a loss of 141 vessels with a tonnage of 98,648.

AN ATTEMPT to work out the correlation of rainfall to wheat and corn production in definite mathematical form made by E. J. Cragoe, a scientist, calculates that the average wheat yield (bus. per acre) is about twice the number of inches of average rainfall of May and June in N. Dakota, 1.7 times the rainfall of these months in S. Dakota, about the same as the inches of rainfall during Jan., Feb., Mar. and Apr. in California, four times the inches of rainfall during these months in Wash., and less than twice the inches of rainfall of Mar., Apr. and May in Kan. and Neb. In regions of ordinarily abundant (compared with regions of deficient) rainfall, like Minn., Ohio, Ind., Ill. and Mo., there was no direct relation between wheat yield and average rainfall. Results indicate that the best crops can be expected when the rainfall is below the normal amount during the critical months of the growing season.

APPORTIONMENT among the states of the first year's appropriation of \$5,000,000 carried by the new good roads law has been announced by the Department of Agriculture, which has certified the figures to the Treasury Department and state officials. Appropriations for the four succeeding years are respectively \$10,000,000, \$15,000,000, \$20,000,000 and \$25,000,000. The law provides, however, that no government money shall be available unless the states spend an equal amount, matching the government contributions dollar for dollar. Every cent of the federal and state funds, the act provides, shall be spent to build new roads. Maintenance costs thereafter must be borne by the states alone. A conference of highway representatives of all states, and possibly of organizations interested in the good roads movement, engineering experts and others, to discuss measures for promulgating the new law is planned by Sec'y Houston.



### Safeguarding Elevator Machinery.

Many states are striving to protect the lives and limbs of their citizens from moving machinery and some of the state officials are doing effective work without indulging in bulldozing tactics. In fact their practical suggestions have met with a ready response from the owners of grain elevators who are ever anxious to guard their employes against accidents. Oklahoma dealers are indeed fortunate in having a Commissioner of Labor who credits the grain elevator owner with knowing the dangers of his plant and he welcomes suggestions. Mr. Ashton writes:

The safeguarding of elevators in this state is covered in Section 3746, Revised Laws of Oklahoma, which states in substance, that all machinery of every description shall be properly guarded; specific mention being made of cogs, gearing, belting, shafting and set screws.

Putting a plant in perfect physical condition in order to avoid accidents is not so much a question of law with the Department of Labor of this state as a question of good, sound business policy. In other words, the man who is alert to his best interests will do these things on the recommendation of the proper authorities, regardless of whether or not there is law covering the points in question. The Department has undertaken the work in this spirit, and not from the standpoint of law enforcement. We believe that a man who does this work because he realizes the sound business principle of it, is a far better citizen than the man who does it through compulsion.

The expense of properly protecting the average elevator is between \$100 and \$150. Whatever safety devices are installed should be substantial and constructed of material, and in such a way, that it will at all times keep the fire hazard at the lowest possible minimum.

Starting at the top of the elevator, we should take special pains to construct proper runboards at the elevator heads, so as to allow easy access to the main and individual drives, be that belt and pulley or sprockets and chains, and these head drives should be properly encased and enclosed and equipped, if necessary, with ex-

tension rollers on the bearings, so that the roller and others working around will at no time be exposed to contact.

The runboards should be constructed 20 inches wide and should be equipped with a two-rail handrail 42 inches high, with a 6-inch toeboard on both sides of the runboard; the handrail should be constructed of 2x4, except that the center rail may be a 1x4 and should be midway between the top rail and the runboard. These handrails must be reinforced at least every 8 feet. Where runboards are used on overhead shafting in elevators, they should be equipped with a handrail and toeboard as above stated. The stairways in all elevators should be constructed of substantial material and should be equipped with handrails on both sides constructed of either 1½-inch iron pipe or 2x4, dressed on all sides; such handrails to be 36 inches high from the tread. There should, likewise, be a two-rail handrail 42 inches high with a 6-inch toeboard around all well holes and stair landings.

Where a manlift is used, the sheaves should be properly protected by a solid enclosure under them and these should have a sheet board at each landing on an angle of 60 degrees, to prevent a foot from being caught in going up on the manlift. Runboards are not recommended for elevator shafting. The Department would much prefer that for oiling, belting and things of this kind, that the elevator men use ladders equipped with safety hooks on the top that will hook over the shaft and with safety feet to prevent the ladder from slipping. Where ladders are used for going from one floor to another, they should be stationary and properly secured. All gears must be completely enclosed with perforated or sheet metal of not less than 18 gauge, or they may be enclosed to the root of the teeth.

All set screws must be of the safety type, or if other types of set screws are found necessary, they must be wrapped with heavy leather or belting and laced tightly. All couplings must either be of safety type or the cavities must be filled with cement plaster flush with the flange of the coupling, and all protruding bolts cut off flush, with the flange of the coupling.

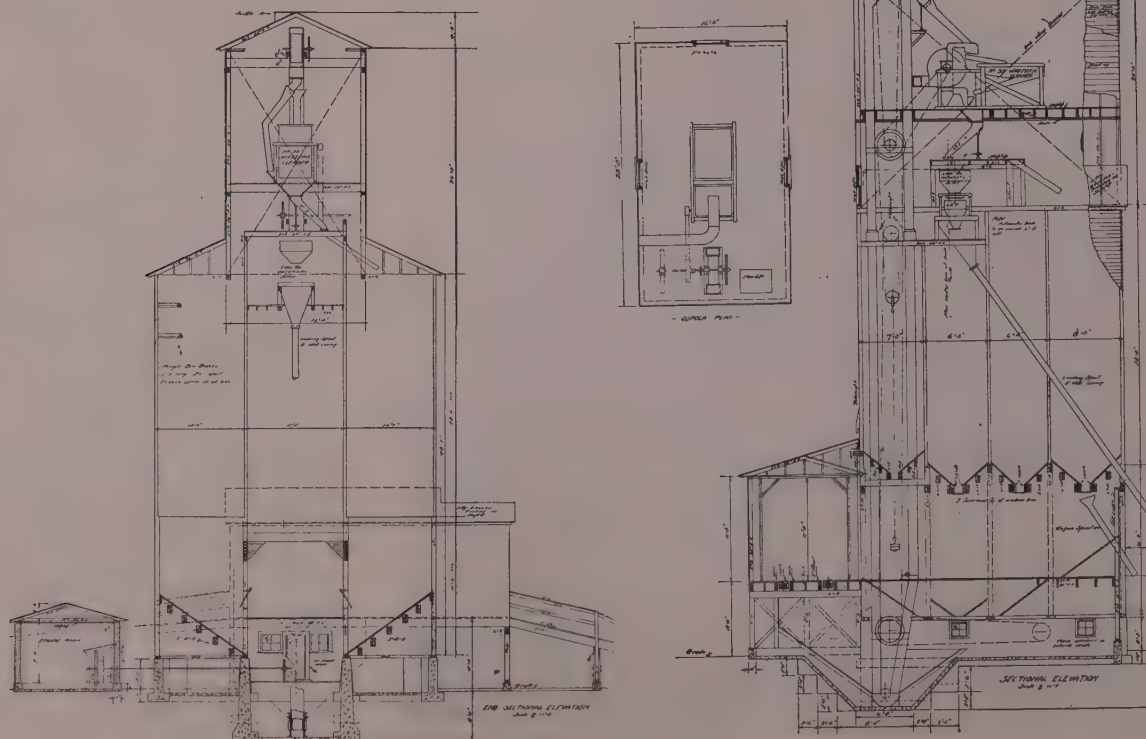
The gas engine must have both flywheels completely enclosed; that is to say, they must be protected with a two-rail handrail 42 inches high made of 1½-inch iron pipe or 2x4, center rail midway be-

tween top rail and the floor and a 15-inch clearance from all moving parts, or where it is impossible to get a 15-inch clearance, the guard in question must be constructed of not more than ½-inch wire mesh, to be supported on an angle iron frame of 1½-in. x 1½-in. x 3/16-in. and must be 6 feet. This guard can be set as close to the flywheel as may be necessary and it should be constructed so that it will set in sockets in the floor and can be easily removed on the starting side of the engine. Steam engines should be protected in the same way. If there is a gas bag regulator, it must be enclosed in a metal case and vented to outside. Locking up an engine room is not satisfactory and will not prevent accidents. All clutches on the shafting must be completely enclosed in a wire mesh guard or perforated metal and all pulleys on shafting less than 36 inches from the bearing must be properly encased on the side next to the bearing.

Three methods of guarding belts and pulleys. Horizontally driven belts, the top of which are within 7 feet of the floor, must be completely enclosed. The main drive in all vertically driven belts must be completely enclosed to a height of 6 feet. All inclined belts should be equipped with through guard. In protecting other machinery found around an elevator, that is to say, the belts and pulleys and sprockets and chains thereon, two methods of guarding can be used. One is a two-rail handrail 42 inches high with a 15-inch clearance from all points of contact, and the other is a solid wire mesh guard supported on an angle iron frame, which can be placed as close to the belts and pulleys as is necessary. This guard should be 6 feet high, or in case where the pulleys are not that far from the floor and the belts driving down, the guard can be constructed 2 inches higher than the flange of the top pulley.

A REDUCTION from 3½ to 3% in the rate on commodity paper at the New Orleans bank was approved recently by the Federal Reserve Board.

A BILL for the purpose of prohibiting sales of British ships during the war, or three years thereafter, to other nations, is reported in the English parliament.



Cross Section and Longitudinal Section Plans of C. A. Wildman's Elevator at Menlo, Ia. [See facing page.]



## C. A. Wildman's Elevator at Menlo, Ia.

Iowa grain dealers have been indulging in much rebuilding of their grain handling plants during recent years, and in every case have been providing larger and better plants and equipping them with faster handling facilities and more complete equipment for cleaning and handling mechanically.

One of the new plants completed recently, of which the owner is justly proud, is a 25,000-bu. cribbed elevator erected on the C. R. I. & P. R. R., for C. A. Wildman, at Menlo, Ia. This new elevator is 28x32 ft. and 44 ft. to the plate. The cupola rises 26 ft. above the cribbing and gives sufficient fall to insure the loading of any car to the roof without shoveling. It is well braced in each direction, to insure its withstanding all winds.

In its construction 2x6 cribbing was used up 16 ft., and 2x4s the balance of the way. The building is covered with "D" lap siding painted, and the roofs are of 3-ply roofing laid on ship lap.

The house contains 8 deep hoppers bins extending down to the foundation, and 4 hoppers bins which are but 28 ft. deep. The house is supported on a heavy concrete foundation with a 3-inch concrete floor and pits. The elevator boot is also enclosed in concrete.

The elevator is equipped with a 2,000-bu. Richardson Automatic Scale, and a No. 33 Western Cleaner, which are installed in the cupola, and a Western manlift. The one leg is equipped with 6x12-inch buckets.

The driveway thru the lean-to has an easy incline, and is floored with 2-inch oak planks. The self-locking dump irons above the double pit are provided with an automatic control.

Four feet from the elevator proper is the power house, 12x14 ft. x 9 ft. high. Its walls are constructed of 8-inch tile, its floor is composed of 4 inches of concrete. The power house contains a 13 h. p. gasoline engine, from which power is transmitted to a line shaft extending thru the basement and from this power

is transmitted to the elevator head by means of a rope drive.

Grain from the pits under the wagon dump and from the bins can be spouted to the concrete hopper containing the elevator boot. A loading spout formed of 8-inch well casing gives the proper pitch for easy and rapid loading into cars by gravity. The plant was designed and erected by the Younglove Construction Co.

## Burn Stubble to Prevent Rust.

Until recent years there was only supposed to be one rust of grains, i. e., the red rust, which was, of course, recognized as one of the stages in black rust disease. But of recent years some are inclined to think that one stage may exist without the others, i. e., that we may have black rust on stubble without having had red rust on the straw, and others are inclined to think that sometimes the leaves rust independently of the stems. But all these are hair-splitting differences, says Professor W. A. Jackson, botanist, Manitoba Agricultural College. I am inclined to think that that are all stages and degrees of the same disease, *Puccinia Graminis*, the life-history of which is as follows:

Developing from the red rust spores which occur on the leaves and stems of cereals during sultry weather about this time of year, there is produced a second growth or stage in the disease capable of living on the dead stubble. This stage is, therefore, saprophytic, living on dead tissue, and only harmful in so much as it produces spores which winter over.

These spores are black and as they are so well pronounced, have given name to the disease, "Black Rust."

They constitute the winter stage, having thick walls and powers of resisting our most severe winters. In the spring these spores germinate on the ground and on the dead stubble and grass that may be turned under, and produce other spores, much more numerous and smaller, which germinate on the tender wheat seedlings, or, as has long been thought, the nature and complete cycle, they are wind-blown to the barberry bush, on the leaves of which they germinate and rapidly develop, producing an orange-colored spore called the cluster cup stage. From the millions of spores that come

from these clusters on the barberry, there starts the red rust proper on wheat and other cereals. The objection to this supposedly normal cycle is that wheat rust is bad in Australia where there is no barberry. It is thought in this case to short circuit the barberry stage. Even in western Canada there is very little barberry, and certainly not enough to harbor the disease to the extent to which it sometimes occurs.

Two years ago you will recall that during the three or four sultry days following a heavy rain on Aug. 4 there developed an enormous amount of wheat rust. The conditions were favorable and the rust developed.

There are no means to eradicate it, but there are some precautions which tend to lessen its baneful effect, such as:

Burning stubble, wild grass and dead hay which serve to harbor the black rust stage and assist in wintering it over.

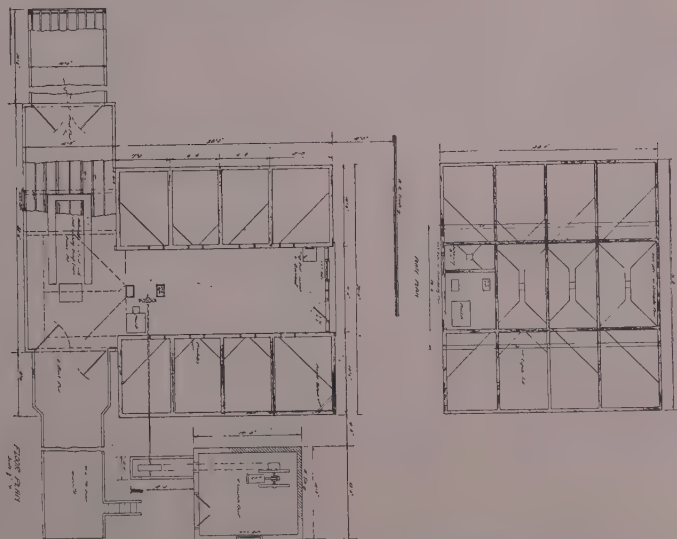
Early sowing and good cultivation to give strong, healthy plants that will resist the disease.

Growing the more resistant varieties. Fife wheat is very susceptible to rust; Marquis slightly freer from it; Fife or Minnesota 163, 10 per cent resistant; Minnesota 188, corresponding to our Marquis, 30 per cent resistant. The only wheats that are at all entirely resistant are the Durum wheats, and Emmers or Native Indian.

BOTH HOUSES OF CONGRESS have passed the Pomerehne "bill of lading" bill and it now goes to the President for his approval. Senator Gronna, of North Dakota, opposed the bill when it was on its final passage in the Senate as under the bill the common carrier is made immune and would not have to pay for the loss of grain in transit. Senator Gronna wanted to know how the bill if enacted would affect the grain shipper. "It will leave him in a somewhat better condition than he is in at the present time but not in as good a condition as I should like to have him," replied Senator Pomerehne of Ohio. Senator Gronna said the grain men would be better off without the bill as it relieves the common carrier from any responsibility. He said the bill was in the interest of the banker and the common carrier.—P.



C. A. Wildman's Elevator at Menlo, Ia.



Bin and Floor Plans of C. A. Wildman's Elevator.

[See facing page.]



## Montana Shippers' Conference on Minneapolis and Coast Grading.

Shipments of grain from Montana west into Washington have been increasing and in order to get a better understanding R. D. Jarboe, chief grain inspector of the State of Washington, called a meeting for Aug. 12 in the office of the sec'y of the Northwestern Grain Dealers Ass'n at Great Falls, Mont.

H. N. Stockett, sec'y, calling the meeting to order, introduced Mr. Jarboe:

Mr. Jarboe: My object in coming to your state was to consult and advise with you and to get the consensus of opinion with reference to some tentative grades that are now being used in our markets with reference to wheat shipped from this state and from the territory east of here. Washington, Oregon and Idaho are states that produce no little smut. We have the distinction of producing more smut than any other section of the northwest. By reason of that fact conditions have grown up around our Coast by which smutty wheat is handled in a different way from that of any other market.

For the past three or four years considerable of your wheat has moved our way and inasmuch as you are producing some smut there have been controversies arise and the millers of our State who are buying wheat from here think that our grades are unfair to them with reference to smut. They have taken this matter up with the Public Service Commission and have filed with the Public Service Commission recommendations from grain dealers of this state endorsing the grades that they put on. Also the Public Service Commission has on file in its office complaints against that grade.

The Public Service Commission is anxious to know the desires of the State of Montana, the condition of the wheat trade in this state, and it is for that purpose that I am here.

In expressing discounts in our state we use percentages for every form of discount except foul content in grain. Beginning Aug. 1 we started to use the same method for foul content. That will make our method of expressing discounts uniform. In other words, it will not be in pounds per bushel, but pounds per hundred, a percentage of smut, foul content and all other discounts. These are the only two changes that have been made or contemplated and it is for that reason that I am here to get the consensus of opinion from you men and I am going now to ask an expression from each of you. I would like to hear from Mr. Barkemeyer.

A. E. Barkemeyer: I have come to the conclusion that the grades which have been in effect, the method of grading rather, is better for us Montana dealers than the present tentative system which is in effect. The first reason for this is that under the present tentative plan our wheat is graded the same as Minneapolis, No. 1, 2, 3 or 4, according to the amount of dockage or smut and the miller or buyer is then allowed to make the discount himself, while in the former system with a percentage discount for smut and other foreign material, the discount was placed on the grain by the inspector and in that way we secured uniform grades on smutty wheat and the discount was standard and always the same, established by the state inspector. While under the present tentative plan we are at the mercy of various millers and dealers who have the opportunity, if they choose, to make the discount large or small and the only way to secure redress from this is to fight it out with the miller or with the buyer.

I do not feel that this matter, the way it affects most of us, is anything more than technical because there is such a small percent of the wheat from Montana that contains smut, but when we do have

say one car out of fifty or one out of a hundred that contains smut the difficulties are so great, it is much pleasanter the other way and we know just exactly what we are doing so I personally am in favor of state inspection according to the former plan instead of the Minneapolis system of grading in Washington on Montana wheat.

D. R. Fisher: It has been our experience in wheat we have shipped to Washington and in what we have purchased from different country elevators for shipment west, they do not like to have the returns come with maybe 4,000 or 5,000 pounds dockage. They would rather see it graded down and thus have the dockage expressed in dollars and cents, in other words the discount between the grades. If an Elevator Company ships say 50,000 bus. of No. 3 H. Montana, as its agent grades it, and it goes to the Coast and grades No. 2 and they are docked say on an average of four or five pounds to the bushel for smut, account sale comes back to him and he takes it up with his elevator agent, who is away short on dockage. In dollars and cents and on grades they would probably be ahead on any shipment to the Coast, but we have found it very hard to convince the elevator agents to that effect.

I believe a better rule all the way thru, since Washington wants all the Montana wheat marketed there that is possible, is to try to get a basis of grading that will correspond with Minneapolis grades so that the country agents and the country elevator companies here can figure on selling their grain to go west on the same basis as what they ship east, on which market they base their buying price. The percentage that goes west is very small, has been up to this time, altho we are all hoping that in time a good portion of Montana grain will go west.

The percentage docking is easier to figure and it has been one of my old hobbies to dock in percentage which we have done ever since we have been in business until now, but this year we have to change to pounds per bushel because the state says so. But in rendering account sales it is very easy to reduce to pounds per bushels. I do not see any complaint to that. I would like very much, and I believe many elevator people would prefer to see Washington adopt for a while at least the Minneapolis state grades and see how it works out.

W. W. Haight, supt. Montana Central Elevator Co.: My views correspond with Mr. Fisher's.

H. B. Lake: There are certain times of the year when it would be to the advantage of Montana shippers to ship to the Coast because the percentage of smut deducted would be less than the discount per bushel as taken in Minneapolis and Duluth. On the other hand if millers in Minneapolis or Duluth should want wheat very bad they could bid it up enough so that there would be no shipments to the coast.

The matter of discounting for dockage in percentage it seems to me is an excellent idea, because we dock a half a pound, one pound, a pound and a half, two pounds or two pounds and a half, it runs in the halves, and if you have some wheat that has only  $\frac{1}{2}$  and runs more than a quarter you are liable to get a half, etc. But with the dockage in percentage, you are going to get actual dockage whether  $\frac{1}{2}$  or what, the actual foreign material that is in your wheat, and it seems an excellent idea.

It seems we should have a uniform system of grading if possible. You take Kansas City and Omaha for instance, they are graded according to the dirt in the wheat, not with reference to any defect in the wheat. In Minneapolis they dock so many pounds to the bushel and on the Coast according to the degree of smut in the wheat. It seems that this tentative plan is a movement in the right direction to get uniformity.

J. Watkins: The last few months, since I have been with the State Elevator Co., we have sold considerable wheat to go west. About the first experience I had in shipping wheat west was consigning a car which I was satisfied would grade No. 2 Hard Montana on the eastern market, and in fact it did grade No. 2 Hard in the east, but the purchaser was not satisfied with it. He said it was not good and he discounted it for 5c. I think, just because it had a trace of smut. But it graded No. 2 Hard Montana in Minneapolis and Duluth on samples that were sent there—samples that I know were proper samples of the car.

It seems to me that the dealers here in Montana would be better satisfied and better pleased to have Washington grades correspond with the Minneapolis grades so that we would know just where we were

all the time in the matter of grades and dockage. The practice of docking flax by percentage has always been very satisfactory in the east because it was the rule.

H. S. Bockes, Windham, Mont.: While I believe that the percentage of dockage is the superior, it is so far in the minority I do not believe the trade would adopt it now without dissent.

Mr. Watkins: Heretofore as we all know, if we had anything to sell we just consigned it to the east. We have not been able to consign in the same manner to the west. It would seem to me that that is a matter which you western people should look to because you would get more of our wheat if we could do that and do it safely.

A. C. Anderson, Denton, Mont.: More wheat would be shipped west if we had a market there where we could consign it. You see it is very handy to ship stuff to Minneapolis and have some commission merchant there fight it out for us. And in the matter of discounts they are there to look out and see that we get the proper discount, whereas I think that the trade feel that in shipping west they would be at the mercy of the party to whom they shipped in the way of discounts. Another thing, the buyers in the west have bought the stuff on track and a year like this will be where premiums will be advancing and it would be an advantage to consign the grain for it would be in transit for two weeks, possibly more, and chances are that with a lot of it there would be an advance in premium on it which would add to a person's profits. That is why I think that the trade have been a little reluctant about shipping west for they have to wait until they get a track bid.

Mr. Jarboe: Your wheat could be consigned but I doubt if at the present time under present conditions you would find it satisfactory. We are hoping that when shipping conditions become normal and the war in Europe is over, your wheat will find its advantageous market on our Coast, not only to our mills, but also the surplus production that will go for export.

The Public Service Commission established these tentative grades so that the millers of our state who are buying your wheat may buy it on an equality with your own millers and with the millers of Minnesota. I am told that 4c per bushel is an average discount on your various grades below contract. Sometimes it will be less, sometimes more. Our method of handling wheat for smut is this. We have laboratory scouring machines, a miniature machine built on the same plan as those used in commercial weighing. We weigh a stated amount of this grain, usually 200 grams. We run it thru the machine, re-weigh the wheat and the difference in weight of the first and the second is taken to be the loss in weight by reason of removal of smut. Now if that should be 10 grams in the 200 that would be 5% and to that we add  $1\frac{1}{2}$ % to cover the cost incidental to the scouring, and wheat therefore with a loss of 5% would be discounted 6 $\frac{1}{2}$ %, by reason of smut. Your wheat rarely runs that high, usually being 1 $\frac{1}{2}$ % or 2%. Add to that the 1 $\frac{1}{2}$ % would give you 3 $\frac{1}{2}$ % discount. There are cases possibly where it has run more, but these are the exception. I think the average of your wheat would run 2 $\frac{1}{2}$ %.

I think that these grades will stand for this season. I shall advise the Commission not to make a permanent grade of them before the end of this season, but I shall not recommend to them that they withdraw the tentative grade until it has been given a fair trial; inasmuch as they have been established I think they should have a thoro trial before any change is made.

When your wheat is sold on the basis of the western terminals and the bulk of your wheat moves that way instead of to Minneapolis and being sold and handled on the basis of Minneapolis methods there will be no reason in the world why the entire grain inspection system which is applied to your wheat should not be standardized with Minneapolis. That is the reason we have adopted, at the suggestion of Mr. Pease, the same terms for your wheat that you use. We do not call it "Turkey," we call it "Hard Winter," etc. That means something to you, but if you ship over there and we say "No. 1 Turkey" it is meaningless to you. You do not trade in No. 1 Turkey and for that reason we have changed our specification to read as you are accustomed.

We inspect samples. I might say that if disputes arise you will find the millers and any purchasers of our state are willing at all times to submit their disputes to the grain inspection department. All that is necessary to do is to submit a sample, we will give you a grade and our people



will settle with you on the basis of our discounts. So you can get the services of the department. Stipulate in your contract that where buyer and seller do not agree it is to be submitted to the department. Last year over 10,000 cars went east and our department handled most of them. Our people will buy your wheat sample basis if it is stipulated. Some of you shippers have been a little suspicious of our department, not knowing its workings. You were not familiar with our methods, therefore you had a hesitancy I have been told in selling basis Washington inspection and you have reserved the right to appeal to Minneapolis, and so far as I have known no appeal has been taken on wheat sold that way.

If you thought that they had discounted you too much, say 6c, you might leave it to the department to test a sample and if it graded No. 3, 6c would be too much on smutty contents. We would say it was No. 3 on account of smut and then you could go and take the spread here and at Minneapolis and show that 6c was in excess for No. 3 and I have no doubt you would get an adjustment on No. 3.

Mr. Fisher: The west likes to buy on test but no one wants to sell on test, they want to sell on grade. And if you ship a car to the coast on these new grades for instance and sell to the miller out there No. 2 Hard Mont., which will correspond with your No. 2 Winter, and in the east with No. 2 Hard Winter, it goes out and grades No. 3, then he can't discount you any more than the usual spread between No. 2 and No. 3 in Washington. That brings it up to the proposition Mr. Anderson was asking about, consigning to the coast. On the proposition of quality, on an actual test of wheat there is nobody can make your discount for you. But if you sell on grade you have the spread established by Minneapolis grades and it is pretty hard for the inspection Department to make discounts.

Mr. Jarboe: Inspection can be had in our market fifty days after the car is handled. We retain samples of all shipments for that length of time. Inasmuch as other markets only retain them 24 hours I thought it well to mention this so that you will know that if you get account sales fifty days after the car is handled you can ask inspection on the sample.

Pres. H. S. Anderson, Stanford, Mont.: I rather think it would be better for us to have uniform grading of grain at all points.

Mr. Jarboe: I am of the opinion that your prices are going to range higher than ours, a thing that has never happened before, but I believe this year the offerings will be higher than our blue stem and our blue stem markets along with the best of any market and I believe there will be a spread of eight or ten cents. Millers in Washington are not going to buy large amounts of your wheat at that figure only for certain purposes if they can get our blue stem for less. I hope I am wrong, but that is the way I view conditions at the present time.

Mr. Stockett: The Montana grain dealers are unanimous about one thing and that is a uniform grading system. Whatever that system may be, so that grain graded in and shipped from Montana will not lose its identity, and its integrity will go with it everywhere, to any market, either home or foreign. The grain dealers are unanimous on this point.

THE JOURNAL is one of the best the country affords, and is all that one in the grain business needs for reliable information.—Ohio Grain & Hay Co., Findlay, O.

THE REPORT ON BULK HANDLING of wheat in Victoria, Australia, prepared by the Jno. S. Metcalf Co., of Chicago and Montreal, at the request of that government, is a comprehensive document of 78 pages, 8x13 ins., with 25 appendices containing maps and plans. The engineers demonstrate a saving of \$1,000,000 on a 60,000,000 bu. crop, and that the advantage in favor of bulk against sack handling is 2.4 to 3.5d per bushel. Their recommendations cover a 2,500,000-bu. terminal elevator at Williamstown (Melbourne), another at Geelong, 1,000,000, a third at Portland of 550,000 bus. capacity, and 210 country elevators of 25,000 to 60,000 bus. capacity.

## New Chief Sampler at Chicago.

Henry Ulrich was appointed by the Chicago Board of Trade's Grain Com'te on Aug. 17 to succeed the late Robert Kettles as chief grain and seed sampler. He has been acting in that capacity since the demise of the former chief, and has continued the work so well that the com'te gave him the merited title.

Mr. Ulrich's experience as a sampler of grain and seed dates back to 1878, when he was a young man of 20, just out of school. He was standing one day on the Burlington viaduct at Chicago, watching a number of car jumpers working about a train of grain cars, and incidentally wishing for a job. As he was pondering over the hazards connected with work around a freight yard, James McCauley, one of the samplers, approached him with the offer of temporary employment as a door opener. Being unacquainted with any kind of work, he was unable to open the doors fast enough to keep the crew of samplers busy, but he asked permission to start work at five o'clock each morning instead of seven, so he might obtain a two-hour start on the crew. This not only made him an efficient door opener but showed his superiors that he took a real interest in his work, with the result that he was soon put to work with a trier. His ability as a sampler and inspector soon became generally known and he was used as a utility man, helping out at intervals on all the different tracks in the city.

When W. S. Cowan was appointed state grain inspector one of his first acts was to elevate Mr. Ulrich to the position of supervisor. He held that post under Mr. Cowan for nine years and under Mr. Gibbons until 1914, when the Grain Com'te of the Board of Trade induced him to assist Mr. Kettles in the work in which he is now engaged. In

all of the 38 years during which Mr. Ulrich has been associated with grain and seed sampling he has never had any political backing, but his natural fondness for the work has permitted him to serve both Republican and Democratic administrations alike. Patrons of the Board of Trade sampling dept. will be glad to learn that the man who will have supervision of the sampling of their grain and seed is one who has learned the business from the ground up, and the Grain Com'te is to be congratulated upon its selection.

## Binding Effect of Conditions on Back of Telegraf Blank.

The courts of Illinois and other states have uniformly held that the sender of a telegraf message using the blank form furnished by the telegraf company was not bound by the fine print conditions on the back thereof unless he had read and understood them.

Considering the decisions of courts in other states it is difficult to harmonize the holding by the Supreme Court of Alabama, June 1, 1916, in the case of W. U. Tel. Co. v. Miller that "The sender of a message who writes or causes it to be written upon one of the blanks of the telegraf company, containing reasonable terms and provisions, is estopped to deny their binding force, or to plead ignorance of their contents before delivering the message for transmission; unless such ignorance is induced by honest mistake on the part of the sender, or fraud or misrepresentation on the part of the company."

In an interstate case the foregoing is true; but in intrastate cases its authority is questionable.—72 So. Rep. 168.

WE FIND that we cannot afford to miss a single copy of the Journal.—H. C. Simmons, Simmons Popcorn Co., Lake View, Ia.

I THINK the Grain Dealers Journal is a good paper. Its articles are always instructive and helpful to the trade.—C. E. Hedlund, Underwood, N. D.

THE FEDERAL TRADE COMMISSION has decided against any attempt by it or the government to attempt to fix any maximum price on any commodity.

THE WORLD is inevitably drifting to a pinch that will be felt everywhere, even in America. This will bring about higher prices than any have dreamed of, but at present we look for sharp advances and declines with enormous buying power apparent on all the good dips.—W. H. Perrine & Co.

NORTH AMERICA last season supplied the importing countries with 480,000,000 out of the 592,000,000 bus. of wheat imported. Requirements the coming season are estimated by the *Corn Trade News* to be the same, making the crop damage in the spring wheat territory a serious matter, so that in England and France resort must be had to close economy in the consumption of wheat.

THE RURAL INDIANS of Peru still believe in "paying the Incas," for fear that their crops will fail if the ancient observances are neglected. Burnt offerings of drugs and aromatic plants are still made, and small images are buried in the fields for the benefit of the crops and the herds. Such are the stone carvings, called mullo, or piedras de Charasini, that are still sold in the native market of La Paz, Bolivia.



Henry Ulrich, Chief Sampler at Chicago. Foto by Moffett.



### Pneumatic Grain Handling for Flat Warehouses.

Bulk handling of grain in the Pacific Northwest is gaining such favor with growers, shippers and exporters that at many stations well equipped with flat warehouses for handling grain in sacks shippers are confronted with the problem of converting their warehouses into elevators or abandoning their investment. Conversion is more difficult, as the warehouses are long and low, while elevators are small and high, often resulting in a botched job when an attempt is made to combine the two.

The problem of retaining the warehouse at its fullest capacity, and yet handling grain in bulk is said to have been solved by John C. and Geo. H. Lawrence in their invention of a pneumatic system of conveying the grain from the wagon dump to any part of the warehouse, and from the warehouse bins to the railroad car, at a minimum cost for machinery installation.

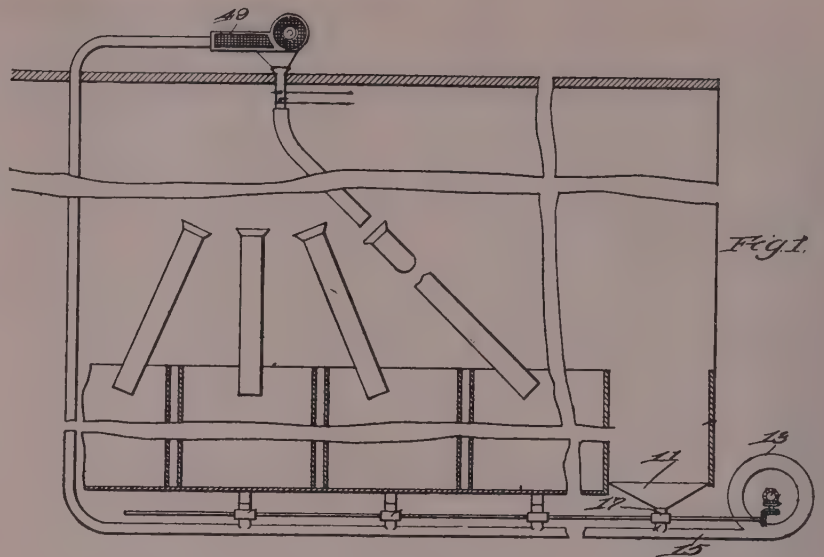
Their system has been placed in actual use in a flat warehouse at Rockford, Wash., and a number of installations are being made at other points by the Bulk Grain Air Conveyor Co., which was recently incorporated to put in the equipment. The air system is being put in a house 60x110 ft. at Wilson Creek, Wash.; in a 20,000-bu. elevator at Dittmar's spur and in a farm elevator near Nez Perce, Idaho.

The system is simply one of blowing the grain by air pressure thru pipes to any point desired. It has been used successfully on a large scale, and with costly equipment at Hamburg, Germany, and Antwerp, Belgium. Mr. Lawrence's improvement lies in the use of a force feeder to get the grain into the pressure pipes, and of a separator to get the grain out of the pipes into the bins. Mr. Lawrence states that the air system requires more power than the belt and bucket elevator, but this is recovered by the improvement in the grade of the wheat. The gain in the test weight per bushel and the clearing of smut covers the cost of handling, as shown by experiments.

Fig. 1 herewith is a vertical sectional view of a short warehouse. At 11 is the pit of the wagon dump; 13 is a fan blower, made by the Bernert Mfg. Co.; 17 is the force feeder delivering grain into the stream of air in pipe 15, thru which the grain is blown upward to the separator 49, named a "caretaker," where perforated screens allow the air to escape while the grain drops into the hopper and is spouted to bins.

A force feeder under each bin delivers the grain into a pressure pipe carrying the grain to cars when it is desired to load out.

The force feeder, shown in Fig. 7 and Fig. 8, consists of a cylinder in which rotates a shaft having 6 blades. Grain from the hopper drops into the space between any two blades and is carried around and down into the pressure pipe. The ascending blades contact with the sides of the cylinder and prevent the free escape of air. The same shaft extends thru the force feeders under each of the bins, but none of the feeders operates until thrown into engagement by a set screw. Even when the hopper is empty of grain the feeder does not permit the air to escape. This is important, as in many of the flat houses the bins have flat bottoms and the grain has to be shoveled from corners of bins



Vertical Section of Pneumatically Equipped Warehouse.

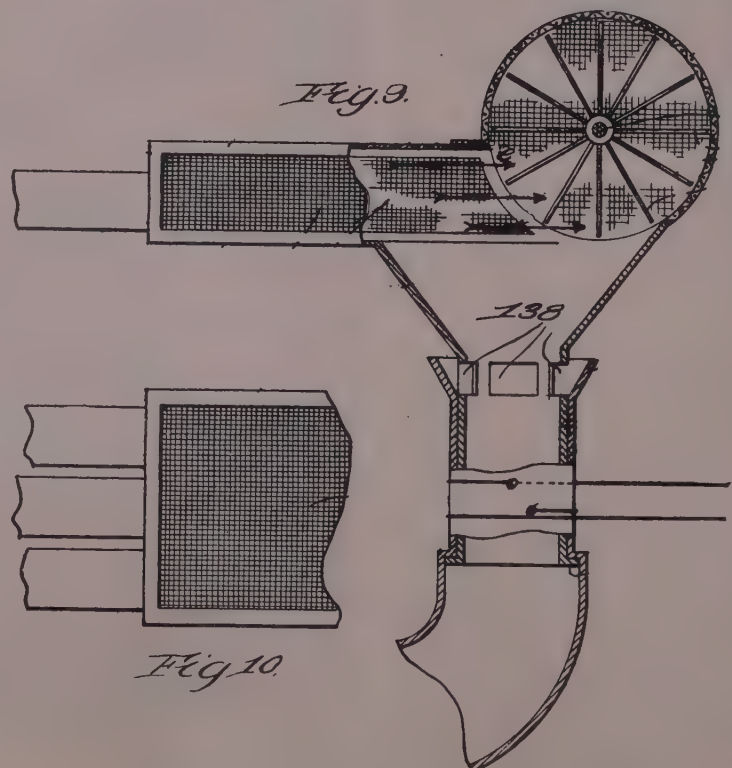
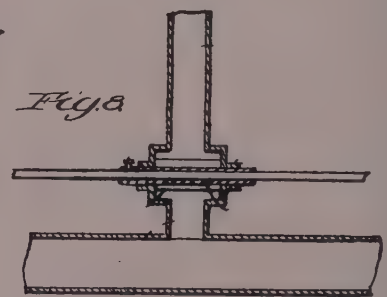
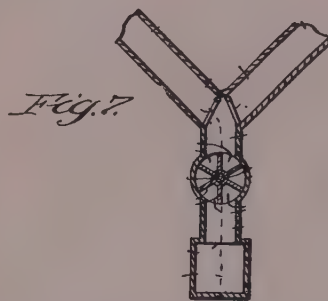


Fig. 10

Force Feeder and "Caretaker" of Pneumatic System.



to the feeder after the greater part of the grain has run out.

The "caretaker" shown in Fig. 9 and Fig. 10 is simply a chamber having screened top and sides and hopper bottom, a wheel with 12 blades being set to receive the impact of the grain, to avoid breaking the kernels. The dust and dirt pass out thru the screen, while the grain drops into the hopper to be spouted and distributed to bins. Several "caretakers" may be installed at points where a greater number of bins or cars can be reached by short spouting.

Bevel gearing on the fan shaft insures the simultaneous operation of the fan and the feeders.

As the bladed wheel in the "caretaker" would run wild under the impact of grain and air its speed of rotation is reduced by a brake. Entrainment of dust with the grain into the warehouse is prevented by escape of air thru the openings 138 below the "caretaker" and above the roof of the warehouse, carrying with it the dust.

## A Well Arranged Grain Office.

The average grain dealer cares but little for personal comfort during working hours and generally disregards entirely the arrangement and equipment of his office. So long as it is located somewhere near the elevator and adjacent to the wagon scale he is perfectly contented even tho many unnecessary steps must be taken each day which might be saved with a little thought as to arrangement. W. A. Fellers, gen'l manager of the Citizens Lumber & Supply Co., Chester, Neb., is an exception to this rule. When planning his new office he laid it out carefully with a view to permanency, light, convenience of customers and clerks, and finally a saving of all unnecessary steps for those working about the plant.

The building is 22x40 feet in size and located adjacent to the elevator. A partition across the rear end provides a 14x22-foot sash and door room for the lumber department, leaving the office 26 feet in length by 22 feet wide. Being on one of the main streets the company has sacrificed one corner of the office, a space 6x7 feet being cut away to make an attractive customers' entrance. Wagon scales have been located directly in front of the office and the beam is plainly visible thru an 8x5-foot plate glass window. This, with five smaller windows and glass panel doors, gives an abundance of light in every part of the office. Its interior reminds one more of a bank than a grain office.

All of the interior is finished in quarter sawed oak. On one side of the room a scale desk has been built, with drawers and partitions for the scale books, while in other convenient positions Mr. Fellers has installed two large bookkeepers' desks, a library table for the trade journals, telephone stand and files. A specially built fireproof steel cabinet protects the books and other company valuables each night. In one corner of the office an 8x10-foot private office has been built with oak and glass partitions 6' 6" high, accessible from either the large general office or from the street. It is equipped with private desks and typewriter, while in the main office modern time and labor saving devices have been installed, including an adding machine and check protector.

The company operates yards at Carleton and Gordon, Neb., and Fleming, Colo., besides the elevator and yard at Chester, and the details of these various

branches are all handled from the new office, of which the company's gen'l manager is justly proud.

## War Affecting the Grain Trade.

THE WHEAT AND OATS production in England and Wales, during the war year of 1915 is shown to have increased 472,000 tons and 218,000 tons, respectively, while barley decreased 468,000 tons, compared with the pre-war year of 1913. Returns of the Board of Agriculture show wheat production for 1915 as 2,048,000 tons, and for 1913 it was 1,576,000. The figures for oats are 3,148,000 tons in 1915 and 2,930,000 tons in 1913. Barley produced in 1915 was 1,112,000 tons, while in 1913 it was 1,580,000.

THE GOVERNMENT OF SPAIN will dictate rules for the disposition of this year's wheat crop. Great difficulty and expense is being experienced in importing wheat into the country, which is one reason for this action. Furthermore an investigation shows that the consumption of bread in Spain has greatly increased, and that bakers are furnishing a maximum output. These facts are due to the rise in cost of other articles of food and the abundance of money in the country realized from exports of larger quantities of merchandise.

A SUIT against Fidel Eugster, formerly of Venice, Ill., but who now resides at No. 28 Rue Berlier, Dijon, France, to recover \$16,867.70, has been filed by Atty Roland W. Wiechert, representing the Langenberg Bros. Grain Co. of St. Louis. A deal in oats for the French government is the cause of the present suit. Eugster entered into a contract with the grain company for 84,600 bushels of oats at 67½ cents a bushel. The oats were delivered in New Orleans during April, 1915, and the amount being sued for is said to be due on the shipment. An attachment has been placed on a farm near Venice in which Eugster has a one-third interest.

RESENTMENT against the British blacklist is strong in Argentina. In the last few weeks the British government has observed that companies of friendly alien origin frequently do business on one side with German, and on the other side with British companies. An order was accordingly issued from London placing all such establishments on the blacklist. The Buenos Aires commercial and corn exchanges have gone formally

on record as recognizing no such mandate. The result will be practically to nullify the British blacklist in Argentina, except in the cases of the British houses that are disposed to respect it voluntarily. Even the ones in this latter class can hardly respect their government's order without ruining their business, as they have now no longer any guarantee that they will not be trading indirectly with Germans.

TO FACILITATE the moving of the great quantity of wheat in Australia to Europe, the commonwealth recently purchased 15 large steamers from England, but these have a total capacity of only 120,000 tons, and it is doubtful if they can make more than two trips each to Europe before the end of the year, which will dispose of only 9,000,000 bus. of the huge quantity of cereal that is awaiting shipment. Australia has almost 100,000,000 bushels of wheat stored in sheds or beginning to sprout in stocks where storage is unavailable in country railroad yards, and the commonwealth's next wheat harvest is already in sight to further complicate the problem.

REGULATIONS GOVERNING the taxing and requisitioning of cereals in France were established by a law, which is published in the Journal Officiel of July 30, 1916. Dating from August 1, 1916, and continuing during hostilities and for one year following the general demobilization, wheat harvested in France can not be sold or requisitioned on the farm of the producer at a price exceeding 33 francs per 100 kilos (\$2.89 per 100 pounds). This maximum price may be increased to include expenses for transportation and haulage to the mills, storage and other charges, and remuneration of merchants and other intermediaries, provided such expenses do not exceed 150 francs per 100 kilos (13 cents per 100 pounds). Article 3 of the present act further amends article 1 of the law of October 16, 1915, which granted the right of collective requisition, by providing that the prefect of each Department of France may directly requisition wheat, flour, or bran, as well as rye, barley, and oats, whether they be held by the producer or deposited in a store, warehouse, or station, or whether they are being transferred by railway or waterway.

I LIKE the Journal very much and cannot very well get along without it.—J. G. Hutchison, Osceola, Neb.



Attractive Grain Office at Chester, Neb.



## Grain Carriers

THE NEW YORK CENTRAL LINES have bot 2,000 freight cars.

AN EMBARGO has been placed at the Port Richmond grain elvtr. of the Philadelphia & Reading on all grain received from boats.

SUIT against the Burlington for unlawful deduction of natural shrinkage was brot by the Iowa Elevator Co., of Omaha, not of Peoria, as erroneously stated.

ORAL ARGUMENTS will be heard before the Interstate Commerce Commission in Washington on Oct. 8 on export grain from Colorado, and export grain storage charges.

THE QUESTION OF RATES on barley and oats from Minneapolis has been scheduled for hearing at Minneapolis on Oct. 6 before Examiner Pattison of the Interstate Commerce Commission.—P.

LAKE TONNAGE is reported high at 5½c to 6c, on account of embargo on North Philadelphia and Girard Point. An embargo of Port Richmond is feared. Car situation is poor east and west.

ON ACCOUNT OF ACCUMULATION of grain at the close of business Aug. 17 the Western Maryland Ry. Co. embargoed all shipments of grain from connecting lines to Port Covington Elvtr., Baltimore, with certain modifications.

CHICAGO, ILL.—H. L. Goemann, Mansfield, O., met with the com'te representing the railroads in official classification territory on August 10, in an effort to obtain recognition of the new carload minimum weights proposed by the National Ass'n.

GRAIN CHARTERING at Duluth has been on a limited scale during the past month,

but a moderate amount is under contract to go out during the next few weeks. On account of the short crops, elvtr. men are not so anxious to ship, as they otherwise would be.

EMBARGO at the Girard Point, Phila., Elvtr. beginning Aug. 15, of all grain consigned, reconsigned or to be reconsigned for domestic purposes, is announced by the Penna. Ry. The same rule applies to the storage warehouse at 31st and Chestnut streets.

ON ACCOUNT OF ACCUMULATION, an embargo, effective Aug. 16, has been placed by the B. & O. R. R. on all grain shipments for export from Baltimore. Shipments billed up to and including Aug. 15 will be accepted. There are 3,100 carloads of grain at the Locust Point terminals and in transit and 1,500,000 bus. stored in the elevators.

AUTHORITY to maintain the same carload rate on grain and grain products from Keokuk, Clinton, Camanche and Follett, Ia., to points in trunkline territory, as are in effect by more direct lines, in disregard of long and short haul regulations, has been given the Rock Island Ry. by the Interstate Commerce Commission.

FURTHER SUSPENSION of certain items in tariffs of various eastern carriers providing for increased storage charges on export grain held in elvtrs. at New York, N. Y., and other eastern seaboard points, from Aug. 29 to Feb. 28, 1917, was ordered July 26 by the Interstate Commerce Commission.

PERMISSION TO REDUCE the free time allowance on freight cars of 60,000 lbs. or more capacity from 60 to 48 hrs. is asked for in an application received by the State Railway Commission from Nebraska railroads. The need of cars, especially to move wheat, is said to be behind the request.

CONSTRUCTION of the Northern Pacific branch from Polson to Dixon, Mont.,

will be started as soon as right-of-way has been secured. Bids were recently opened in St. Paul. The contract has been awarded. This new branch will connect Missoula, Mont., with the rapidly growing reservation, and will be of great benefit to farmers in the vicinity.

AN INCREASE of 5c per 100 lbs. in rates on clean rice from points in Texas, Louisiana and Arkansas and from New Orleans and gulf points and Memphis, Tenn., to interstate destinations over various railroads, is held justified by the Interstate Commerce Commission. The proposal of a like increase on rough rice and products was denied.

PROPOSED INCREASED STORAGE charges on grain held in elevators made by railroads with terminals in New York were suspended by the Interstate Commerce Commission Aug. 12 until Feb. 28. The Commission in the meantime will direct an investigation as to the reasonableness of the proposed rates at New York and other Eastern seaboard points.

PROPOSED INCREASES in the carload minimum weights on grain screenings, oat clippings and elvtr. dust by trunk lines in the Middle West have been suspended by the Interstate Commerce Commission until Dec. 13. The proposed minimums vary from 40,000 lbs. for small sized cars to 64,000 lbs. for larger cars.

THE CHAMBER OF COMMERCE of Milwaukee opposes the increased rates to eastern points, and has lodged a complaint protesting against these rates. In the complaint sixty-five railroads are named. The protest is against increased rates on grain from Milwaukee to Buffalo and eastern points via the Great Lakes Transit Corporation steamship lines and to Atlantic ports for export.

A CHARGE of \$2 for weighing or reweighing a loaded car at the request of consignor or consignee when performed on railroad company scales, and \$1 when

### A Substantial Warehouse and Elevator.

The grain handling plant of the E. O. Billingslea Grain Co., Frederick, Okla., is a well built two-story structure, embodying many departments under one roof. The company has taken advantage of the unlimited space available along the Frisco and Katy tracks, and instead of building upward has spread the building out.

Storage for 12,000 bus. of bulk grain is provided in the elevator section, or the rear of the big building. The warehouse, just in front of the elevator, has a capacity of 25 carloads of bagged grain, feed, cotton and seed. The building also contains a custom grinding section and office. As shown in the illustration the spouts and doors on the railroad side are so arranged as to simplify the loading into cars of either bulk grain or sacked feed. The wagon scale and dump are located on the opposite side of the building from the railroad track. Power for elevating grain and operating the various machines is supplied by a 40 h.p. I. H. C. Oil Engine.

Equipment includes a No. 35 Invincible Grain Separator, a 4-bu. type registering automatic scale, 2-ton Fairbanks Warehouse Scale, 4-ton wagon scale, two belt conveyors and manlift. Two elevator legs are used, each with 7x11-inch buckets. Milling machinery comprises a Sprout Waldron meal mill, a corn shell-

er, a Bowsher Combination Mill and a feed mill. The illustration shows a num-

ber of farmer patrons waiting their turn at the wagon scales.



Starting the New Crop to Market at Frederick, Okla.



performed on private scales, charges to include weighing of the empty car, and be in addition to the regular switching charge, which was authorized in a C. M. & St. P. tariff, has been suspended from Aug. 15 to Dec. 13 by the Interstate Commerce Commission.

GRAIN DEALERS of Toledo are asking for a reduction in rates on grain shipments from Toledo east and from the Missouri River to Toledo, with transit privileges such as are enjoyed by Chicago and St. Louis shippers, according to Sec'y Gassaway of the Toledo Produce Exchange. If the rates asked for are granted it will mean a reduction that will save Toledo shippers \$300,000 a year in freight rates, besides increasing their annual net business by \$200,000, according to the estimate made by Traffic Commissioner H. G. Wilson.

A SHIPPER OVERCHARGED in his freight rates by a carrier is entitled to interest on the amount involved at the rate of 6% per annum from the date of the improper collection, except that in the settlement of an overcharge claim involving questions of weight or classification the claimant is entitled to interest from the date of presentation of claim to the carrier, according to a recent decision of the Interstate Commission in the case of the International Lumber Co. v. the Canadian Northern Ry. If, however, the overcharge settlement is made within 30 days by the transportation company, the Commission held that such a transaction would be considered a cash deal upon which interest does not accrue.

THE FOLLOWING REFUNDS for overcharges have been ordered by the Interstate Commerce Commission: C. C. C. & St. L. Ry., to Xenia Grain Co., of Xenia, O., \$5.64, on corn from Hinsdale, Mass., to Nashua, N. H.; C. & N. W. Ry., to Flanley Grain Co., Sioux City, Ia., \$5.06, on corn from Salix, Ia., to St. Joe, Mo.; C. C. C. & St. L. Ry., to Scott & Woodrow Co., Columbus, \$11.20, on corn from Irwin, O., to Ipswich, Mass., and Salem, N. H.; Chicago, Hamilton & Dayton Ry., to Xenia Grain Co., \$6.10, on corn from Jamestown, O., to Alderson, Pa.; also a refund by Central of Ga. Ry. to Winter Loeb Co., \$8.70, for misrouting of corn from Coffee Springs to Montgomery, Ala.—P.

THE "SAFE CLEARANCE" BILL, H. R. 16681, which has been reported to the House from the Com'te on Interstate

and Foreign Commerce, provides for clearance between engines and cars and all structures or obstructions hereafter erected of not less than 36 in., and a clearance between cars, on which men may have to be, and overhead obstructions hereafter erected, of not less than 6 ft. The bill specifically states that these limitations shall not apply to platforms rising not more than 4 ft. from the top of the rail. The Interstate Commerce Commission is empowered, upon investigation and hearing, to allow a clearance less than that prescribed, provided that compliance with the law would "prevent or substantially impair the ability of the carrier to perform its duty to the public." The Commission may extend the period within which any road may comply with the law.

## An Old Clinton County Property.

Thirty-one years ago four farmers of Clinton Co., Ind., built a small flour mill at Mulberry, but lacking the experience necessary to the successful operation of a mill, they were glad to transfer the business, after three years of losses, to the Jay Grain Co., of St. Mary's, O. The grain elevator, which they had subsequently erected, was included in the transfer.

Shortly after the Jay interests obtained the property S. A. Miller was installed as local manager, and Mr. Miller is still one of the fixtures about the plant. In fact he, with the original engine installed when the plant was built, and the "Tip-Top" trade-mark for the flour, are about the only relics of the early days, everything else having been rebuilt or overhauled.

The mill and storage house has a capacity of eight carloads of wheat, flour or feed, while the seed room provides space for three carloads. The latter is equipped with Clipper Power Cleaners, and the mill contains a complete line of feed and milling machinery, giving the plant a daily capacity of 125 bbls. The elevator, which is located on the L. E. & W. Ry., has storage capacity of 20,000 bus. Four dumps are used, from which grain may be elevated to either of the nine bins in the plant.

Besides the mill and elevator at Mulberry, Ind., the Jay Grain Co. operates elevators and flour exchanges at Ft. Recovery, O.; Elwood, Gilman and Roverton, Ind. The photograph of the Mulberry

mill and elevator, shown herewith, is from a kodak picture taken the day wheat went straight up 11½ cts. by Mr. Miller, who believes the plant to be the oldest grain property in the county.

## Warehouseman and Farm Laborer's Lien.

Judgment against the sheriff of Franklin County, Washington, in favor of the Interior Warehouse Co. was affirmed June 16, 1916, by the Supreme Court of that state, in a case involving laborer's lien on the crop.

The laborer's lien was good and he got judgment by foreclosure against the farmer who just before harvest had mortgaged his crop of wheat. Farmer and mortgagee agreeing, the grain was sold and delivered to the warehouse company.

Later the sheriff, under the laborer's judgment, against the protest of the warehouse company, seized and sold the wheat and delivered it to the purchaser.

Under the law, suit under the laborer's lien must be brot within 8 months, and the warehouse company, not having been named in the foreclosure suit as a defendant, carefully avoided appearing, until after the time had expired, and then went into court and claimed that as it had not been a party to the original suit it was not bound by the judgment, the sheriff's taking of the grain was an unlawful conversion, and this contention was upheld by the Supreme Court, giving judgment against the sheriff for \$288.62.—158 Pac. Rep. 99.

ROSARIO ARGENTINA, as a grain trading basis, is the most important in the country, according to Eduardo Diaz, sec'y of the Commercial Exchange, Rosario de Santa Fe, and not Buenos Aires, as is supposed by many. Mr. Diaz says, "The Rosario Grain Futures Market was initiated in March, 1910, some 2 or 3 years after that of Buenos Aires, but taking a comparative average of a month's trading in 'futures' during the last two and a quarter years in Rosario figures show it to be nearly three times that of Buenos Aires, while, at present, it represents more than nine times that of the Federal Capital. The grain produced on more or less half the hectares sown in Argentina, depend for sale and delivery on the Rosario market."

THE WINTER OILSEED crop for the season 1915-16 in India, according to final official forecast, based on reports that cover 99.2% of the total area under rape and mustard, and 98.9% of that under linseed in British India, and of the native states, His Highness the Nizam's territory and the States in the Bombay Presidency is as follows: The total area under rape and mustard is now reported to be 6,347,000 acres, which is 2% below the revised final estimate for the 1914-15 season. The total yield is estimated at 1,081,000 tons, as compared with 1,219,000 tons, the revised final figure of the preceding year, or a decrease of 11%. The total area under linseed amounts to 3,317,000 acres, which is 0.2% below the revised figures for 1914-15. The total estimated yield is 474,000 tons, an increase of 77,000 tons, or 19.4%. In addition to the areas for which particulars are given, the crops are grown in certain other tracts in British India, and the average areas so grown for the last five years have been some 50,000 acres of rape and mustard and some 36,000 acres of linseed.



The Jay Grain Co.'s Plant at Mulberry, Ind.



## Seeds

THE OSHKOSH SEED Co. has succeeded the Wisconsin Seed & Fertilizer Co. of Oshkosh, Wis.

THE FERGUSON SEED FARMS has been incorporated at Sherman, Texas, by A. M. Ferguson and others. Capital is \$75,000.

Sidney, O., Aug. 22.—The prospect for a crop of little red clover is very good. Acreage about 90% of normal.—E. T. Custenborder & Co.

THE AMERICAN SEEDTAPE Co., Chicago, Ill., and New York, N. Y., has registered as a trade mark for seeds a design representing a young lady planting the seedtape.

A NEW BUILDING to be built by the Farmers Exchange of Billings, Mont., will accommodate the farmers in the vicinity by carrying a complete line of seeds and other commodities.

Beaver Dam, Wis., Aug. 15.—Red clover and alsike will be short crop. Timothy will be average crop in this county, and all over the southern part of the state.—H. E. Krueger.

THE C. E. NICHOLS Co. has been formed at Lowell, Ind., with capital stock of \$30,000 to handle a stock of seeds and grains. C. E. Nichols, C. N. Gragg and E. H. Ruge are the directors.

THE DUNCAN SEED, HAY & GRAIN Co. has been incorporated at St. Paris, O., with a capital stock of \$10,000. Incorporators are John Duncan, C. M. Duncan, Honora B. Duncan and M. J. McMorran.

WORK on the annual field crop inspection of seeds grown for sale in North Dakota has already begun, under supervision of H. L. Bolley of the Agricultural College at Fargo. The inspection will be done in the field, in the shock and also in the bin.

A LABOR DIVIDEND of 10 per cent of the profits of the past year's business of the Henry Field Seed Co., Shenandoah, Ia., which amounted to \$412,912.29, was given to its 107 employees recently. All who had been with the concern 15 weeks or more shared the melon.

F. C. BREWER, who has been with the G. D. Sutton Seed Corn Co. of Mason City, Ill., for the past two years, will move to Spring Valley, Minn., to become a partner in the N. T. Cummings Seed Corn Co. This company will deal in corn adapted to northern latitudes.

ONE OF THE LARGEST PURCHASES of blue grass seed in the vicinity of Paris, Ky., was recently recorded when Brent & Bros. of Paris bot 15,000 bus. of old seed from Ben D. Goff, near Winchester, at a price of 80c per bu. The short crop this season boosted the price of grass seed, and there is quite a demand.

MEANING of the term "mustard seed" and the appropriate designation of the varieties of "rape seed" for the purposes of the Food and Drugs Act will be determined at a hearing to be held in Washington, D. C., Sept. 15, by representatives of the Bureau of Chemistry. All possible information from the trade and others is desired, and those wishing to do so, may submit their views in writing to the Bureau of Chemistry on or before the date set for the hearing. All persons are invited to attend the hearing.

THE MICHIGAN SEED FARMS, a new company organized at Mt. Pleasant, Mich., by members of the Harris Bros. Seed Co., will take over the wholesale and growing end of the business, and it is the intention to enter the seed growing business on a large scale.

A COMPLETE SEED INSPECTION laboratory will be installed at State Fair Park, West Allis, Wis., during fair week, September 11 to 16. The laboratory is requesting growers to bring their own seed samples. Farmers will be given an opportunity to watch the actual testing of seeds, and to confer with the inspectors and testers.

WASHINGTON, D. C., Aug. 9.—The condition of the following crops in the country on Aug. 1, or at harvest (100 designating an average, not normal), and change during July, was: Clover, 124.5, no change; timothy, 118.6, decrease, 0.3; millet, 96.9, decrease, 6.5; field beans, 96, increase, 0.5; broom corn, 91.7, decrease, 7.1; kafir corn, 88.3, decrease, 9.7, and alfalfa, 96, decrease, 1.7.—Buro of Crop Estimates.

McKAY, REECE & Co. of Nashville, Tenn., has reorganized as the McKay-Reece Co., Inc., and will continue the wholesale and retail seed business which has been established for 22 years. Duncan McKay, senior member of the company, has been elected pres., and J. E. Patter, vice-pres., and E. F. Baird, sec'y-treas. The house has leased an additional building, adding 17,000 square feet to the floor space and giving the house 8 floors 30x210 feet.

THE ALFALFA SEED CROP in Kansas is not very promising. While there seems to be plenty of blossom, only the terminal blossom at the top is left, the side blossoms necessary to produce seed, having fallen off, in most cases. In some fields the striped blister beetle is working on the heads, and will largely prevent seed formation. There is now a scarcity of alfalfa seed, and many farmers have left the second crop stand for seed.

A YIELD OF TIMOTHY SEED, the most remarkable ever known in Northwestern Illinois, has been reported on the farm of George Reuter at German Valley, Stephenson County, where 50 bus. of seed were obtained from a 5 acre field. Weather conditions were well suited to the timothy fields this year. In April, May and early June the fields were soaked deeply, and the dry and hot period that followed developed the timothy to a remarkable state of perfection.

BARLEY of 34 varieties during the past 5 years has been grown in field tests. This list included six rowed, two rowed and a number of hullless varieties. Of these, the New Zealand variety, which is a very high grade of two rowed brewing barley stood first, producing 77.2 bus. per acre. The Mandscheuri variety is very well and favorably known thruout the Northwest, and while in some instances it has not shown a large yield, yet on account of its wide adaptability is a good variety for most farmers in our state to grow. After fully considering the results of the tests, we arrive at the conclusion that the relatively high average yield of hullless barley as compared with other types, with its splendid feeding qualities, make it a desirable crop where feed alone is desired. Also the growing demand for hullless barley by the manufacturers of certain food products should be an inducement for raising it.—A. E. Barkemeyer, Great Falls, Mont.

HENRY A. SALZER, pres. of the Salzer Seed Co., La Crosse, Wis., was killed in an automobile accident at Dresbach, Minn., Aug. 22, when his car overturned off a narrow road a mile from the village. Mr. Salzer was ground against a stump by the heavy machine.

I. L. RADWANER, seed merchant, New York City, has removed to his new office and warehouse, 83-85 Water St., New York City, with full capacity of 14,000 sq. ft. and complete line of up-to-date seed cleaning machinery. A new laboratory has been installed, where all seeds are tested by an expert, formerly at Washington.

BRIAR MILLS is the name of a new company recently incorporated at Keokuk, Ia., for the purpose of raising and handling seeds, and milling grain, manufacturing grain products, etc. Capital is \$30,000. Incorporators are A. M. Davidson, pres. of the company; Jacob Schouten, vice-pres., and J. K. Davidson, sec'y-treas. The directors are A. M. Davidson and Jacob Schouten.

The flax seed forecast in the following states, based on condition Aug. 1, prepared by the U. S. Sec'y of Agriculture, compares with the estimate of 1915 as follows: Wisconsin, 89,000 bus. this year, against 94,000 last year; Minnesota, 2,919,000 bus., against 3,150,000 bus.; Iowa, 184,000 bus., against 162,000 bus.; Missouri, 33,000 bus., against 48,000 bus.; N. Dakota, 7,053,000 bus., against 6,534,000 bus.; S. Dakota, 1,531,000 bus., against 1,650,000 bus.; Nebraska, 47,000 bus., against 77,000 bus., and Kansas, 218,000 bus., against 205,000 bus. Condition of bluegrass seed in W. Virginia for 1916 is 96% compared with 85% during previous 10-year average; in Ohio percentage figures are 97 compared with 86; in Indiana, 92 compared with 82; in Illinois, 89 compared with 82; in Wisconsin, 89 compared with 83; in Minnesota, 88 compared with 87; in Iowa, 91 compared with 81; in Missouri, 85 compared with 80; in Kansas, 80 in both cases, and in Kentucky, 69 compared with 77.

THE CONDITION OF FIELD BEANS and field peas, according to the Bureau of Crop Estimates of the U. S. Dept. of Agriculture is as follows: Field beans have declined slightly, to 82.3 per cent, falling off from 86 to 80 in Michigan, from 82 to 78 in Colorado, from 75 to 68 in New Mexico, but increasing from 86 to 87 in California and from 70 to 81 in New York. The present condition in the United States, 82.3, compares with the ten year average of 85.7 and with a condition of 88.3 at this date last year. In New York they are 6 below last year and the ten year average, in Michigan 7 below last year and the ten year average, in California 5 below last year and 3 below the ten year average, in Colorado, 11 below the ten year average, and in New Mexico 17 below the average. While improving from cessation of rain in New York, they have suffered in Michigan from the extremely dry, hot weather, which is causing blooms to fall. However, anthracnose, so destructive in Michigan last year, is doing relatively little damage this year. The damage in Colorado and New Mexico is due to drought. Canada field peas show improvement in the North Atlantic with a moderate to marked decline in the North-Central and Plains states. In the West conditions are variable with a general tendency to improvement, and cowpeas show a decline in the South Atlantic and Gulf States.



SEED GROWERS of Canada will have ample market at home for their timothy seed. The Dominion alone requires between 600,000 and 700,000 bus. of timothy seed annually, of which 60 or 70%, or about 400,000 bus. is imported from the United States. While the United States exports considerable timothy seed, conditions are favorable to the putting of Alberta seed on the United States market.

A SEED ELVTR. is being built at Clarinda, Ia., by the A. A. Berry Seed Co., which recently, at its annual meeting, increased its capital stock from \$150,000 to \$300,000. The seed elvtr. will be 40x40, 80 ft. high and with a capacity of 25,000 bus. of seed. A steel reinforced concrete storage building 60x80, four stories in height, will also be erected. Both buildings will be equipped with the latest and best machinery.

THE AGRICULTURAL SEED LAW of Virginia, enacted at the last session of the Legislature, according to Att'y Gen'l John D. Pollard of that state, is a safe and just measure, and not in violation of the interstate commerce clause of the Federal Constitution. "I am of the opinion," he says, "that this law is not a regulation of commerce, does not discriminate against non-resident seedsmen, and is manifestly intended and calculated in good faith to protect the agricultural interests of the state, and prevent imposition upon the public generally by the sale of noxious weeds and impure seeds; and, that while manifestly you cannot prosecute a non-resident dealer for a violation of this law, you can seize and hold any seed shipped into the state which, upon inspection, does not comply with the provisions of this law. This has always looked unfair to us that seed dealers living in states that have strict seed laws must test and label all seed they sell, when dealers outside of these states could ship in, at perhaps lower prices, seeds that were untested and unlabeled."

Europe will not starve. Allied governments are fully capable of arranging tonnage if necessary to bring supplies to Europe from other sources than North America. North America should export 320 millions. Others can furnish fully 300 millions not counting 50 millions on passage. Europe only needs 600 millions. —C. A. King & Co.

ON ACCOUNT of the heavy loss in cleaning and the reduction in capacity of malting plants when running on light-weight barley, thereby materially increasing the operation expense per bushel, maltsters will continue to give good weight the preference and use light weight only as a last resort. The inevitable result will be that a good deal classed as malting will be forced into the feed grade, and with the unusual range in values, the difference will be great. On a pound for pound basis, 44c oats are equal to 66c barley, and, as oats mixers cannot operate profitably unless the barley can be bought at below oats value, it will be readily seen that as a mixing proposition this thin barley is worth today in the vicinity of 62c. The question, therefore, is whether maltsters will be forced to use thin testing below 43 lbs. If they are, present comparative values are probably far wrong, but if not, thin is due for a drop as soon as the volume of receipts increases to a point where it becomes necessary to find a feed outlet for it.—Milwaukee Commercial Letter.

## From the Seed Trade.

CAIRO, ILL., Aug. 16.—There is more alsike and red clover than last year. A small crop of crimson clover has been hulled here. Too early to tell about the quality of red clover. Alsike is fair.—Louis Graff.

MANITOWOC, WIS., Aug. 17.—No timothy, alfalfa or bluegrass grown for seed purposes in this section. We understand that red clover and alsike is going to be short crop on account of the excessive heat during July. — Cornelius Madson, sec'y, The M. G. Madson Seed Co.

DENVER, COLO., Aug. 19.—On clover, timothy and alsike clover, and alfalfa, the indications are for a very good supply and much lower prices than what existed the past year. On blue grass the market is very strong and it looks as if there will be decided increases in values by the time the season is on on that article.—The Barteldes Seed Co.

LOUISVILLE, KY., Aug. 17.—There has not been enough movement in clover and timothy of new crop to affect the trade in general. Orchard grass is about a 60% crop and high prices will likely rule all season. Kentucky blue grass is a very short crop, and prices would be almost to the record high point, except for the quantity of old seed on hand. Trade conditions generally over the country are very bright, and dealers are anticipating an active season.—National Seed Co.

OLNEY, ILL., Aug. 19.—The crop of red top this year is only about 60% of normal. There is some old seed left over in the hands of dealers and this particular fact is causing a draggy market. Red top is certainly a very good purchase at the present prices and it would not surprise us to see red top go to 10c per lb. within the next 60 days. Timothy seed is only a fair crop in this section and there is no alsike, alfalfa or blue grass raised here. In taking into consideration what little seed is left over from last year, with the short crop of this year, there would not be nearly as much as the amount used last year.—W. C. Montgomery, American Red Top Co.

TOLEDO, O., Aug. 21.—The early August clover seed bulge failed to hold. Advances can be made on sentiment, but require actual damage news to "stick." Almost none of the latter forthcoming. Result is a decline of nearly \$2 to within a dollar of the low price of the season. The advance was in tune with August history, but the unfavorable conditions frequently present in August were distinctly lacking. Practically all our crop reports from the central states are favorable. Some have suspicion the heads are not filling well, but most appear satisfied. We get good reports on the western crop. Prices are still high for moderate crop and may work lower in the absence of damage news. In 1913, October clover sold down to \$6.50 in September, with a good crop in the making, after an August high of \$9.10. The crop still has to face the test of maturing and harvesting. Some have pointed to the shortage in summer moisture as an indication of rains later on. This may or may not be so. It's certain that the weather this summer has "double-crossed" most of the weather predictions. Timothy has had sharp decline on favorable harvesting news. Large western dealer expects big crop, and figures recent weather conditions as very bearish.—Southworth & Co.

CLOVER SEED buying power has come from about the same source as year ago. A few bad spots caused them to jump at conclusions again, and in their frenzy prices have been forced up nearly \$3. As to much real shortage (we refer to sales of futures made at Toledo) it is very small as far as we can learn. The long interest has been supplied mostly by sales against seed carried over. These sales represent no loss as some day the old seed will go into consumption and holders will realize a profit equivalent to the loss on their hedges. In our opinion when seed passes \$9 the load gets heavier as it advances. The eyes of the world are then focused on this market and the seed is attracted here.—J. F. Zahm & Co.

Pontiac, Mich., Aug. 21.—It is a little early to say anything very definite regarding medium clover seed, but prospects at this writing are favorable for the best crop we have had in several years. A few samples of mammoth have been offered, showing splendid quality and yields of three to five bushels per acre. Alsike is below normal acreage and samples thus far indicate better than usual yield and good quality. No timothy seed is produced in this section in a commercial way, though a few farmers thresh enough for their own use. No alfalfa, blue grass or red top seed produced here. Winter rye is grown quite extensively here and have a fine quality this season for seed. Acreage below normal and yield only moderate.—The C. E. DePuy Co.

DES MOINES, IA., Aug. 17.—Indications in Iowa are for a good crop of all grass seeds. Timothy has been cut, and much of it threshed, and some considerable quantity has already gone to market. We think there is a larger crop than usual, and the quality is better than last year. The trouble seems to be in the threshing, as the machines have hulled it badly, and this hurts the quality somewhat. It is very bright in color, and was saved without rain, or damage from water. The blue grass, of course, has been cut, and there is a difference of opinion as to the supply. Our own opinion is that there is more blue grass in the west this year than ever before, and by this we mean northern Missouri, and southern Iowa. Price at present is not excessive, and we look for active trade in this item between now and spring. Our prospect for red clover is very good in this State. Much better than last season, and if the price should remain as at present, we think that a great deal of it will be cut for seed purposes. A low price on clover seed tends to make the most of the clover cut for hay, or used for pasturage, while a good price, like at present has a tendency to save the fields, and raise a seed crop. New alfalfa seed is beginning to come from the west. There is no alfalfa seed produced in Iowa, but from our reports, there is a splendid crop throughout the Middle West. Alsike seems to be plentiful, and of splendid quality, and a good deal of it is now being offered. We look for no shortage of any of the items mentioned above. About the only thing that we will have any surplus of here will be some timothy. All of the other items are not produced in sufficient quantities to meet our own wants.—Iowa Seed Co.

I FEEL LOST without the Journal.—Wm. A. Clark, Three Forks, N. D.



# Grain Trade News

## ARIZONA

Safford, Ariz.—The Gila Valley Mfg. Co. will build a 100,000-bu. reinforced concrete elvtr. and mill, of 150 bbls. daily capacity, near its large iron warehouse. Ground for the new building will be broken in December.

## ARKANSAS

Pine Bluffs, Ark.—The Westbrook Grain & Mfg. Co. suffered a loss of \$8,000, partly covered by insurance, when its iron clad hay barn burned on Aug. 16.

Stuttgart, Ark.—We are just completing a 100,000-bu. elvtr. for the purpose of handling rough rice in bulk. It is of frame construction and has 40 storage bins and 2 working bins. Rice can be taken from wagon dumps or from cars and it can be transferred from one bin to another and conveyed to the mill. All the transmission and cleaning machinery is operated by electricity. J. I. Porter is pres., J. L. Ingram, vice-pres., R. E. John, treas., and Oak H. Rhodes, sec'y-mgr., of our company.—Stuttgart Rice Mill Co.

## CALIFORNIA

Corcoran, Cal.—Norcross & Walsh are contemplating the construction of a rice mill.

South San Francisco, Cal.—San Francisco capital will build a rice mill here, which will cost about \$50,000. The mill will be 4 stories high and the warehouse 2 stories. Heavy mill construction will be used. Back of the enterprise are I. L. Hoffman, George D. Mengala, Benjamin Kraus and Ray P. Cohen. Incorporation papers for the Growers Rice Milling Co. have been filed; capital stock, \$40,000.

## CANADA

Arnprior, Ont.—David Craig will build an elvtr. and mill.

Windegate, Man.—Ole Gjevne is building a 34,000-bu. up-to-date elvtr. at this point.

Toronto, Ont.—Hogg & Lytle have increased their capital stock from \$150,000 to \$300,000.

Ft. William, Ont.—The Ft. William Grain Co., Ltd., will establish a plant to turn out grain screening products.

Pt. Arthur, Ont.—The Thunder Bay Elvtr., on and after Sept. 1, will be operated by the Thunder Bay Terminal Elvtr. Co., Ltd., as an independent plant, separate and distinct from any other elvtr. Up to that date all receipts for grain received in the elvtr. will be issued by the Empire Elvtr. Co., Ltd., as in the past, and on Sept. 1 the new company will commence issuing its own receipts.

## WINNIPEG LETTER.

The Mutual Grain Co. has been incorporated with a capital stock of \$199,000.

The H. R. Soot Grain Co. has been incorporated with a capital stock of \$200,000.

The Board of Grain Commissioners of Canada will meet here Aug. 31 to hear discussions of rules and regulations of country elvtrs., terminal elvtr. tariffs and country elvtr. tariffs.

## COLORADO

Eckley, Colo.—O. M. Kellogg is building an elvtr. at this point.—W. C. Godsey, Farmers Elvtr. Co.

Holyoke, Colo.—We are not in the grain business at present, having leased our elvtrs. to H. C. Rice and L. Spelts respectively.—R. C. Stout of Farmers & Mer. Grain Co.

Akron, Colo.—I have succeeded Ed. T. Long as mgr. for the Akron Farmers Mfg. Merc. Co-op. Ass'n.—O. P. Ellis.

Boulder, Colo.—Articles of incorporation have been filed increasing the capital stock of the Longmont Farmers Mill & Elvtr. Co. to \$500,000. The steady expansion of the company has made the new capital represented by this issue necessary. It has now plants in both Longmont and Denver, and a chain of 10 elvtrs. in the northern portion of the state.

## IDAHO

Fern, Ida.—The Wren & Greenough Co. has let contract for a 50,000-bu. elvtr.

Kimberly, Ida.—The new 25,000-bu. elvtr. of the Idaho Seed & Produce Co. has been placed in operation.

Buhl, Ida.—We have installed a 20,000-bu. elvtr. and seed cleaning plant.—Buhl Grain & Produce Co., Inc.

Ferdinand (R. R. name Steunenburgh), Ida.—The Ferdinand Rochdale Co. has let contract for an 80,000-bu. cribbed elvtr. to the Burrell Engineering & Construction Co.

Kimberly, Ida.—The Twin Falls Mfg. & Elvtr. Co. has leased the Hardin Warehouse and employed John W. Hardin as its local mgr. A new cleaner has been installed.

Downey, Ida.—Contract for a 20,000-bu. frame elvtr., covered with corrugated iron, has been let by the Farmers Society of Equity. Up-to-date equipment will be installed in the house, which will be finished by Sept. 15. A potato cellar will be provided.

American Falls, Ida.—The Zaring Grain Co. has been organized by E. E. Zaring, who has resigned his position with the Intermountain Mfg. Co. Officers are E. E. Zaring, pres. and mgr.; Adolf Claassen, vice-pres., and J. B. Holloway, sec'y and treas. The new company will take over all grain stations formerly operated by the Adolf Claassen Co., and will double the capacity of the Claassen elvtr., giving it a storage capacity of 125,000 bus, when completed. The latest devices for handling and stacking stored grain in bags will be installed.

## ILLINOIS

Plainview, Ill.—I expect to build an elvtr. this fall.—E. L. Craw.

Curran, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of Beggs & Harvey.

Wilmington, Ill.—C. H. Woods has purchased a new gasoline engine for his elvtr.

Edgar, Ill.—The report that an elvtr. at this point burned is incorrect.—A. L. Stanfield.

Marseilles, Ill.—S. R. Lewis is moving his grain office to a site north of his large elvtr.

Colchester, Ill.—The Colchester Elvtr. Co. has practically completed its new elvtr.

Mendota, Ill.—A 2-story brick office has been erected by the Farmers Elvtr. & Supply Co.

Kewanee, Ill.—The Farmers Elvtr. Co. has bot the elvtr. and feed business of C. A. Wylie.

Pittsfield, Ill.—The M. D. King Mfg. Co. is building a grain conveyor from its elvtr. to its mill.

Avon, Ill.—The recently organized Farmers Elvtr. Co. has started the construction of an elvtr.

Mt. Carmel, Ill.—Report states that Shultz & Bump, of Keensburg, contemplate building an elvtr. and mill at this point.

New Philadelphia, Ill.—The Inland Grain Co., of Galesburg, has bot and taken possession of the elvtr. of Harris & Co.

Strawn, Ill.—Farmers are organizing an elvtr. company to purchase the elvtr. of Stotler Bros., who failed in June.

Watseka, Ill.—The Farmers Grain Co. has its new house in operation. Owing to the car shortage the elvtr. is now filled with oats.—M.

Cairo, Ill.—The shipping legs of the Hal-liday Elvtr. are being changed and the bagging facilities increased by the Macdonald Engineering Co.

Joy Prairie (Jacksonville p. o.), Ill.—H. A. Furry, mgr. of the Farmers Elvtr. Co. for 4 years, has resigned and will leave as soon as his successor is chosen.

Charlotte, Ill.—The Farmers Grain Co. has set aside \$2,000 for building purposes. A new office will be erected on the site where the old one now stands.

Blackstone, Ill.—The Farmers Elvtr. Co. has completed and placed its elvtr. in operation. A temporary tar roof was put on until the metal roof arrives.

Murrayville, Ill.—The lumber and equipment of the old elvtr., of the Farmers Elvtr. Co., has been disposed of, and the company will now build a 30,000-bu. house.

Peoria, Ill.—Bryant Yeck will succeed J. W. Gordon as mgr. of the branch office here of the Geo. W. Cole Grain Co. Mr. Yeck is a member of the Board of Trade.

Peoria, Ill.—J. H. Ridge has resigned as mgr. of the S. C. Bartlett Co., effective Sept. 1, when he will go to California for a long vacation. John Dalton succeeds Mr. Ridge.

Manito, Ill.—The Smith-Hippen Co. is removing its warehouse, that has been in use at the lake, to the river in the Spring Lake district, where an elvtr. will be erected.

Ophiem, Ill.—We will handle seeds, feed and cement in connection with our recently acquired 6,000-bu. elvtr. F. A. Rehn is pres. of our company.—R. T. Gustus, mgr. Ophiem Grain Co.

Sullivan, Ill.—Fire on Aug. 17 destroyed the East End Elvtr., owned by E. W. Davis, together with 5,000 bus. of ear and shelled corn and a carload of wheat, oats and rye. Loss—\$17,000.

Waggoner, Ill.—J. W. Gerlach will have his new elvtr. completed about Sept. 15. Up-to-date equipment is being installed, including electric power. The elvtr. will be 60 ft. high and will be ratproof.

Civer sta. (Cuba p. o.), Ill.—The elvtr. of Buckley, Pursley & Co. is temporarily out of commission, as a bin, filled with wheat, burst. Repairs will be made as soon as cars are secured to remove the wheat.

Crescent City, Ill.—Peter McDermott has made hopper bottoms to all bins in his elvtr., installed a new manlift and has made general repairs thruout the house. The Efficient Erecting Co. did the work.

Rankin, Ill.—The work of rebuilding the elvtr. of Geo. Petri, which burned Aug. 4, will be started as soon as possible. Arrangements have been made to take care of the grain until the new house is ready.

Cairo, Ill.—The recently incorporated Magee-Lynch Grain Co. will operate the Delta Elvtr. at this city. The plant has had a general overhauling and much new machinery has been installed. Alvin Lynch will be mgr.

Princeton, Ill.—The Farmers Elvtr., located near the Burlington depot, will probably be moved in order to admit of improvements around the depot. Some of the directors are of the opinion that the house is too old and flimsy to move, and they favor tearing it down and building a new and larger one on the new site.

Seventy-five members of the Illinois Grain Dealers Ass'n have contributed \$5 to \$25 toward the fund for prosecuting suits to establish the liability of carriers for the full weight of grain loaded, in case of shortage at destination. Additional contributions are solicited, as the Ass'n already has expended \$2,500 on these suits.



White Heath, Ill.—The elvtr., owned by Wm. Murray, is being enlarged to give it a capacity of 60,000 bus.

Lake Fork, Ill.—The elvtr. of the Mansfield-Ford Grain Co. burned the night of Aug. 12, together with 30,000 bus. of oats and a little corn and wheat. The loss is fully covered by insurance and the company will rebuild.—John H. Lloyd & Co., Springfield.

Osbornville, Ill.—We have let contract for an addition of about 25,000 bus. capacity. Work will start as soon as material is secured. This annex will give us a total storage capacity of 50,000 bus.—Otto F. Young, mgr. Mt. Auburn & Osbornville Grain Co.

Glasford, Ill.—The Farmers Lumber & Grain Co. has been made defendant in a suit for \$10,000 brot in the circuit court by Frank Kingsley, administrator of the estate of his son, Cloyd Kingsley, who died Feb. 6 from injuries received while playing in the elvtr. of the defendant.

Tampico, Ill.—Gasoline leaking from a feed pipe into some oats and dust on the floor at the elvtr. of the Neola Elvtr. Co. caused a small fire in the engine room, when it became ignited from the torch on the engine. The Farmers Elvtr. Co., which is leasing the elvtr., writes that the blaze was extinguished before any damage was done.

Mt. Carmel, Ill.—Lightning on Aug. 8 struck the elvtr. and mill operated as the Bluff City Mill & Elvtr. Co., starting a fire in the upper portion of the elvtr., which destroyed the plant. Loss, \$50,000; insurance, \$18,000. About 16,000 bus. of wheat, 2 carloads of flour, a car of oats, and also one of corn was destroyed. The plant will be rebuilt.

Elliot, Ill.—A grain dealer built an elvtr. here on his own land instead of on a site selected by the railroad. Up to the present time the railroad has not put in a switch for the loading of cars direct from the elvtr. and as a result the grain firm is now loading cars by the use of an elvtr. similar to those used by farmers in elevating corn into a crib.

Toluca, Ill.—Fire totally destroyed the Farmers Elvtr. and its contents on Aug. 5. Partial insurance was carried on the building and contents, which was at the time 25,000 bus., part corn and part oats. The company recently purchased the other elvtr. in the town and will take care of the trade in spite of the misfortune. The building destroyed was new.

Granite City, Ill.—Schultz & Niemeier were unable to ship grain Aug. 17 on account of standing water between the C. P. & St. L. tracks and the elvtr. weakening the switch tracks and permitting cars to capsize. One car sank in the mire until its wheels and truck were completely concealed and the end of the car floor was level with the ground. The elvtr. track, for a hundred yards, has now been rebuilt.

## CHICAGO NOTES.

Wm. J. Dwyer has been appointed chief of the Board of Trade police.

A membership in the Board of Trade on Aug. 24 was sold for \$5,200, net to the buyer, which is the highest price on record.

William Ikfritz, a laborer, was killed Aug. 9 when he fell 85 ft. from a window of an elvtr., owned by the Northwestern Malt & Grain Co.

Albert J. Smith, who has been chief of the Board of Trade police, will engage in the grain commission business. He has made application for membership.

Four sets of plans for the proposed new Board of Trade Bldg. and exchange floor have been examined by the Bldg. Com'te and rejected as undesirable. A fifth set of plans is now being prepared by one of the leading architects, who has gone over the matter thoroly with various officers of the institution, and it is believed when submitted they will meet every requirement.

John B. Turner, of Cotter & Turner, Memphis, Tenn., has been suspended indefinitely from the Board of Trade for refusal to present his books and papers for the inspection of a special com'te, which has been investigating his operations for some time. He became a member in June, 1914, and posted his membership for transfer about 3 weeks ago.

Albion Paris Holbrook, Frank T. Caughey, Peter J. Fuhrmann, Thomas J. Friel and Gus Thor Thorson have applied for membership in the Board of Trade. Munson Burdick, Horatio S. Newell, of Duluth, Minn., Chas. B. Suter, Thos. G. Crilly, Albert J. Smith, John J. Carmody and Walter M. Jacobs have been admitted to membership and the memberships of James H. Packer, C. S. Bentley, J. C. Tobey, W. D. Ullery, Wm. C. Scott, James F. Hill, Pleasant P. Williams, C. A. Stadler, J. Q. Puffer and the estates of John W. Barrell and H. Stemper have been posted for transfer. Memberships are selling at \$5,200.

## INDIANA

Oxford, Ind.—The Oxford Grain Co. is building new coal sheds.

Goshen, Ind.—Farmers are making plans for the erection of an elvtr.

Hope, Ind.—We will take possession of our recently acquired elvtr. on Sept. 1.—Stafford Grain Co.

Argos, Ind.—Vioma Reed, who bot the Nickel Plate Elvtr. from C. H. Grube, will operate as Reed & Co.

New Richmond, Ind.—J. F. Gallagher is converting a cold storage plant at this town into a grain elvtr.

Portland, Ind.—William Emory Shepherd, who managed an elvtr. here for a number of years, died Aug. 13.

Corunna, Ind.—J. H. Knauer contemplates the erection of an up-to-date elvtr. on the N. Y. C., work on which will be started soon.

South Whitley, Ind.—W. C. Grocock is pres. and Virgil Brandenburg, mgr. of our company, which will build this fall a new warehouse for feed.—Farmers Elvtr. Co.

Owasco, Ind.—The Owasco Grain Co. will build a 20,000-bu. up-to-date elvtr. with the very best grain handling facilities. The Efficient Erecting Co. has the contract.

Mulberry, Ind.—We will not build a fertilizer house, as recently reported, but will restrict ourselves to grain, seeds, feed and flour for the present.—S. A. Miller, mgr., Jay Grain Co.

Edinburg, Ind.—Martin Cutsinger & Son of this town have purchased a site at Bangersville for an elvtr. and work on a 50,000-bu. plant will be started within the next two weeks.

Rensselaer, Ind.—C. B. Riley, sec'y Indiana Grain Dealers Ass'n, held a local meeting here Aug. 9. Fifteen grain shippers were in attendance and after a banquet problems of local interest were discussed.

Lakeville, Ind.—Joe Kramer, of Kramer & Wolff, has sold his interest to G. Wolff. M. J. Wolff and Harry Wolff, of Hamilton. Lee Wolff retained his interest and will conduct the business, which will be known as Lee Wolff & Co.

Indianapolis, Ind.—The summer outing of the Indiana Grain Dealers Ass'n will be held at Lake Maxinkuckee, Sept. 2, 3 and 4, the latter being Labor Day and a holiday. No business sessions will be held, just an outing for comfort, recreation and pleasure.—Chas. B. Riley, sec'y.

Teegarden, Ind.—We have taken over the elvtr. formerly operated by Lemert & Co. We took charge of the elvtr. and began business Aug. 2, and are expecting to overhaul it, and build up the trade at this point during the coming year. The firm consists of Clyde Miller and J. Milburn Roelke, both of Teegarden.—Miller & Roelke.

## IOWA

Soldier, Ia.—Repairs are being made on the Soldier Elvtr.

Arion, Ia.—Jack Ahart has taken possession of the Milwaukee Elvtr.

Hamlin, Ia.—I am installing an electric motor in my elvtr.—P. Nelson.

Gifford, Ia.—H. C. Moore has purchased the elvtr. here and is now overhauling it.

New Hampton, Ia.—Some repairs are being made on the elvtrs. here.—P. H. Brannon.

Primghar, Ia.—D. C. Peck is remodeling his elvtr. Brady Blanchard will act as mgr.

Hamburg, Ia.—James Severe has accepted a position at the elvtr. of Noble & Reid.

Moville, Ia.—Hans Bramer, of Lawton, has bot the elvtr. of W. L. Sanborn for \$7,500.

Seney, Ia.—The Plymouth Mfg. Co. has reopened its elvtr., which has been closed since April.

Arion, Ia.—Mr. Johnson is the new agt. of the Nye Schneider Fowler Co.—H. G. Scott, Dow City.

New London, Ia.—The Farmers Elvtr. Co. has increased its capital stock from \$15,000 to \$35,000.

Dow City, Ia.—H. G. Scott has installed a motor to run his elvtr.; also a motor to run his feed grinder.

Merrill, Ia.—G. A. Kull, of Oakland, Neb., has bot the elvtr. of the Minnesota. Northwestern Grain Co.

Buckeye, Ia.—The Farmers Elvtr. Co. is building an 18x32 ft. brick addition to its elvtr., at a cost of \$1,000.

Westfield, Ia.—Our elvtr. has been completely overhauled.—Herman F. Foley, agt. McCaul-Webster Elvtr. Co.

Blencoe, Ia.—John Miller has resigned his position with the Farmers Elvtr. Co. and moved to Omaha, Neb.

Dion sta. (Hartley p. o.), Ia.—George Iliner has bot and taken possession of the elvtr. of J. K. McDanders.

Elkhart, Ia.—We are installing a new I. H. C. Mogul Engine in our elvtr.—C. R. Boots, mgr. Farmers Elvtr. Co.

Coon Rapids, Ia.—I took charge Aug. 21 of the elvtr. of the Farmers Elvtr. Co.—R. L. Wood, successor to Earl Timme.

Sac City, Ia.—F. O. Hocum, who recently sold his elvtr. at Fonda, is the new mgr. of the Farmers Co-operative Elvtr. Co.

Linby, Ia.—We will overhaul our elvtr. and are now building a new lumber shed and coal house.—S. F. Steigleder & Son.

Cooper, Ia.—We are building a 40x60 ft. addition, 24 ft. high, to our elvtr., for the storage of oats and ear corn.—D. Milligan Co.

Storm Lake, Ia.—H. E. Barrick will have charge of the elvtr. of the Farmers Elvtr. Co., succeeding Lawrence Foell & Son, who resigned.

Essex, Ia.—Our elvtr. was struck by lightning Aug. 3 but no fire resulted. The damage is about \$25.—J. E. Swanson, agt. Turner Bros.

Sioux City, Ia.—The Quinn-Shepherdson Co., of Minneapolis, Minn., has opened a branch office in this city, with W. H. Harper in charge.

Winterset, Ia.—M. Young & Co., recently incorporated with \$20,000 capital stock. Incorporators, T. J. Young, pres., and M. O. Young, Jr., sec'y.

Belmond, Ia.—The J. & R. Grain Co., which formerly operated elvtrs. here and at Palsville and Latimer, is now out of the grain business.

Council Bluffs, Ia.—The Urdike Grain Co. has secured trackage facilities from the Northwestern Railroad and will erect a large elvtr. here.

Blanchard, Ia.—The recently organized Farmers Elvtr. Co. has been incorporated with a capital stock of \$5,000. The company has acquired an elvtr.



Sherwood, Ia.—The newly organized Sherwood Grain Co. has bot the elvtr. owned by L. J. Mighell of Lake City for \$4,500, possession to be given Aug. 15.

Madrid, Ia.—Lightning struck the elvtr. of Johnson & Lundahl Aug. 12. A board was loosened and a few shingles displaced, but no other damage was done.

Galbraith sta. (Livermore p. o.), Ia.—The Kunz Grain Co. has installed a new loading spout in its elvtr. A new automatic oil dump will also be installed.

Hornick, Ia.—H. L. Schmutz is now agt. for the Holmquist Elvtr. Co. of Omaha, Neb., at this place. Mr. Schmutz was formerly mgr. for the Ladora Lumber & Grain Co., Ladora, Ia.

Melbourne, Ia.—The large elvtr. and corn cribs, owned by C. B. Johnson, were threatened with destruction when his coal sheds nearby burned. The elvtr. contained about 30,000 bus. of oats.

Des Moines, Ia.—Wright & McWhinney have dissolved partnership and their elvtrs. will now be operated by the Des Moines Elvtr. Co., of which C. A. Wright is pres. Mr. McWhinney is now with the Squires Grain Co.

Westgate, Ia.—Work is progressing on the 15,000-bu. elvtr., for which the Farmers Elvtr. Co. let contract to the Newell Construction Co. Electric power will be installed in the building, which will be 24x26 ft. and 60 ft. high.

Randall, Ia.—The Farmers Co-operative Grain Co., which bot the 50,000-bu. elvtr. of the Neel Grain Co., has remodeled it and made extensive improvements. A 2,000-bu. Richardson Automatic Scale has been installed. The company is handling coal and tile in connection.—T. H. Tvedten, mgr.

Morley, Ia.—The large frame elvtr., owned by C. S. Peet, of Mt. Carroll, burned Aug. 15. The flames started near the muffler of the gasoline engine. About 1,000 bus. of oats, 800 bus. of barley, 500 bus. of wheat and 400 bus. of corn was destroyed. The loss is partially covered by insurance.

Council Bluffs, Ia.—Work has been started on the erection of a new 3,000,000-bu. elvtr. for the Hynes Grain Co., of Omaha, Neb., which is to be located on the Burlington tracks. The elvtr. will be constructed in units, the first of which will be of capacity to house about 750,000 bus. It is stated the initial unit will cost approximately \$500,000 when completed. Test borings have been made for the foundations, and local Burlington men have been authorized to put down the necessary trackage. The main elvtr. will be 60x200 ft. on the ground and will be of the reinforced concrete tank style.

## KANSAS

Winona, Kan.—L. A. Jordan is rebuilding his elvtr.

Athol, Kan.—An elvtr. is being built by the Farmers Union.

Durham, Kan.—A 25,000-bu. elvtr. will be erected by H. C. Rice.

Yoder, Kan.—Mr. Hildreth is the new agt. of the Pacific Elvtr. Co.

Halford, Kan.—I have sold my elvtr. and am out of business.—R. H. Howard.

Moundridge, Kan.—Joseph C. Goering is building a 7,000-bu. elvtr. on his farm.

St. Francis, Kan.—The elvtr. of the Central Granaries Co. is being repaired and enlarged.

Wilson, Kan.—The Farmers Elvtr. Co. has closed its elvtr. for repairs and improvements.

Hutchinson, Kan.—The Rock Mill & Elvtr. Co. has secured additional trackage for its elvtr.

Great Bend, Kan.—John Grant, of Ellinwood, is now grain buyer for the Walnut Creek Mlg. Co.

Irving, Kan.—The recently incorporated Farmers Elvtr. & L. S. Co. has bot the elvtr. of the H. Thomas Grain Co. for \$3,300.

Harris, Kan.—The elvtr. of H. H. Brown burned recently. The loss is partly covered by insurance.

Sitka, Kan.—I have succeeded H. H. Eadsel as mgr. of the Sitka Elvtr. & Merc. Co.—O. M. Osborn.

Athol, Kan.—Jesse S. Wright is now mgr. of the Co-operative Grain Co., succeeding C. W. Douglass.

Mound Valley, Kan.—W. J. Wilson & Bros. have installed new elvtr. legs, engine and other machinery.

Courtland, Kan.—Bossemeyer Bros. are now using the west elvtr., on the Santa Fe, for the storage of grain.

Shields, Kan.—H. N. Brown has been employed as mgr. of the new 15,000-bu. elvtr. of the Farmers Business Ass'n.

Abilene, Kan.—The Parks Hay & Grain Co. has been organized by Lloyd Parks to handle grain, hay and millfeed.

Herington, Kan.—O. S. Bowers has taken charge of the newly acquired elvtr. of the Farmers Union Elvtr. Co.

Lenora, Kan.—Work is progressing on our new elvtr. J. Heinen is pres. of our company.—Lenora Mercantile Ass'n.

Hutchinson, Kan.—The Hinman-Yates Grain Co. has moved to the eighth floor of the Rorabaugh-Wiley building.

Canton, Kan.—I. G. Wilson, mgr. of the Farmers Grain & Supply Co., has purchased the elvtr. of Frank A. Kile.

Byers, Kan.—The Larabee Flour Mills Corporation, of Hutchinson, has taken over the elvtr. of C. M. Clark at this station.

Sylvia, Kan.—L. B. Haines, of San Antonio, Tex., contemplates the purchase of the elvtr. and mill of the Sylvia Mlg. Co.

Atchison, Kan.—E. D. McDonald has closed a deal for the purchase of the property of the Cain Mlg. Co., from T. M. Walker.

Stafford, Kan.—O. W. Crick, formerly employed by the Gano Grain Co., of Hutchinson, is now with the Southwestern Grain Co. here.

Bogue, Kan.—The floor in the elvtr. of the Kansas Flour Mills Co. collapsed Aug. 12 and the elvtr. could not be operated for several days.

Anthony, Kan.—The Ball Mfg. Co. is reported to have organized the Farmers Elvtr. Co. here for the purchase of the Gabbert Elvtr.

Wherry, Kan.—The J. B. McClure Grain Co., of Hutchinson, has purchased an elvtr. at this station and placed E. B. Cool, of Ford, in charge.

Atchison, Kan.—The Turon Mill & Elvtr. Co., Turon, Kan., has opened an office at this city and placed L. B. Miller in charge of the local business.

Garden City, Kan.—L. A. Dockum, mgr. of the Garden City Equity Exchange, will build a reinforced concrete feed mill in connection with his warehouse.

Strickler sta. (Iuka p. o.), Kan.—The elvtr. of C. M. Clark at this place has been taken over by the Larabee Flour Mills Corporation, of Hutchinson.

Lyons, Kan.—Fire on Aug. 9 destroyed the old Frisco Elvtr., which was a frame structure. Several cars of wheat on a nearby siding were moved to safety.

Rexford, Kan.—Fred Mosher has enlarged his elvtr., to take care of the heavy wheat movement, by constructing a 100 ft. square wooden bin adjoining it.

McPherson, Kan.—I am handling grain for the Kansas Grain Co. thru the elvtr., which I bot from the Lindsborg Mill & Elvtr. Co. last winter.—F. P. Hawthorne.

Oxford, Kan.—I have sold my interest in the Oxford Mill & Elvtr. Co. to Chas. Champeny, of Lyons, and he is now sole owner. Fred Richards has succeeded me as mgr.—B. E. Fischer.

Hutchinson, Kan.—Eugene Hipple, mgr. of the Hutchinson Terminal Elvtrs., as Democratic nominee as representative from the 75th electoral district of Kansas, defeated his opponent at the primary election, by a large majority.

Copeland, Kan.—Jesse Nebergall, of Dodge City, has built an office and scale but no elvtr., altho the pit is dug. E. C. Chresmore is track buying.—Agt. Hugoton Elvtr. & Warehouse Co.

Solomon, Kan.—The Santa Fe Elvtr., owned by the Kansas Flour Mills Co., gave way Aug. 12 and 1,400 bus. of wheat was spilled on the ground. Workmen are now repairing the side, which burst.

Vesper, Kan.—The elvtr. of the Farmers Grain & Mercantile Co., which has been loaded with 35,000 bus. of wheat, is out of line and now leans toward the Union Pacific tracks. The company is, waiting for cars to remove the wheat.

Muscotah, Kan.—Lightning struck the elvtr. of Calvert & Beven Aug. 14 and it burned to the ground in the resultant fire, together with 6,000 bus. of wheat, 3,000 bus. of oats and 400 bus. of corn. The office and coal sheds were saved.

Salina, Kan.—The west side of the new concrete elvtr. of the Shellabarger Mill & Elvtr. Co. collapsed Aug. 14, spilling 7,000 bus. of wheat, which was shoveled back the next day. No one was injured and the company commenced repairs on the elvtr. at once.

Topeka, Kan.—It is not necessary for a landlord to file his lien as he can recover for the full value of his loss from anyone purchasing grain grown on his land. Several shippers, members of our Ass'n, sustained losses past year by purchasing grain from our tenants on which the rent had not been paid. For their protection, shipper should call the landlord before paying tenants for grain delivered.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan.—Net revenues of the state grain dept., during the year ending June 30, amounted to \$50,479.68, according to a report filed by George B. Ross, state grain inspector. This sum, together with the earnings of \$7,470.08 last year, will be turned into the general revenue fund of the state under an appropriation bill to be introduced next winter. Total collections of the grain dept. during the year just ended amounted to \$118,673.59. After paying the operating expenses of the dept., the state made a profit of \$50,479.68.

## WICHITA LETTER.

E. O. Carter is acting as traveling solicitor in Kansas for the Price Grain & Commission Co.

F. S. Rexford, representing the Norris Grain Co. at Enid, Okla., has been assisting I. H. Blood, mgr. for the company here, during the rush season.

C. F. Adams, formerly in charge of the cash grain business of the Smith Elvtr. Co., has succeeded A. R. Hacker as mgr. of the recently established cash wheat, corn, oats and kafir business of the Imboden Mlg. Co., with offices in the Board of Trade Bldg.

Bert Langford, an employe of the Wallingford Elvtr., was shot Aug. 12 by Charles L. Hatfield, in whose home he was a boarder. On hearing of the shooting, the divorced wife of Langford came to his aid and swore out a complaint against Hatfield, charging him with assault with intent to kill.

A shaft at the Wallingford Grain Co.'s elvtr., Aug. 9, caught up Art Osborne, aged 21, an employe, tore off every stitch of his clothing and his shoes, hurled him into a corner, broke his right leg and ankle and covered his body with bruises, recently as he was changing spouts carrying wheat into bins on the third floor of the elvtr. His naked body was found some time after by Mr. Sutherland, the foreman, and when the doctor arrived, he found the broken bones projecting thru the flesh and bent under by the weight of Osborne's body. A section of the building had to be removed to take the injured man from the third floor. Osborne was lowered by means of a block and tackle, and was found to be in a semi-conscious condition, and was suffering intense pain. Immediate attention was found necessary, and an injection of anti-tetanic serum was administered by the doctor to prevent lockjaw.



The Farm Products Exchange Co. incorporated to do a general produce and grain commission business; capital stock, \$50,000; incorporators, H. C. Knox, of Kansas City, Mo., pres. and general mgr., G. E. Smith, of Carthage, Mo., vice-pres. and Robt. T. Ray, of this city, who will handle the grain end of the business. The company has bot the elvtr. of the Smith Elvtr. Co. and the elvtr. and mill of the E. A. Wales Mfg. Co. at Harper. It also contemplates the purchase of other plants. Mr. Knox is also sec'y of the Ball Mfg. Co. at Kansas City, Mo.

## KENTUCKY

Franklin, Ky.—F. P. Apgar will manage the plant, now under construction for the Franklin Elvtr. & Warehouse Co.

## LOUISIANA

Harvey, La.—A corn sheller and elvtr. is being installed here for Geo. B. Matthews & Sons of New Orleans by the Burrell Eng. & Const. Co.

## NEW ORLEANS LETTER.

The Dock Board Elvtr., under construction, is now ready for the roof.

The Jefferson Const. Co. has brot suit against the Dock Board to recover \$13,054 for extra expense in driving piles for the new grain elvtr., due to having to employ a jet of water to aid the penetration of the piles.

The C. B. Fox Co., Inc., has brot suit for \$2,072.40 against the Texas & Pacific Railroad, alleging that it lost 1,727 bus. of grain it had stored in the elvtrs. at Westwego thru failure of the defendant to take proper precautions to protect the grain against damage by gale after warnings had been issued thru the public press about the coming storm of Sept. 29, 1915.

## MARYLAND

### BALTIMORE LETTER.

H. C. Jones & Co., grain exporters, have brot suit against the Central Elvtr. Co., for \$75,000 damages, alleged to have been sustained directly or indirectly by the burning June 13 of Elvtr. 3 at Canton.

Col. Harry C. Jones, of H. C. Jones & Co., who is with the 4th Maryland Regiment at Eagle Pass, Tex., will return to this city to attend to his business affairs, as soon as he can obtain honorable leave.

## MICHIGAN

Sandusky, Mich.—The Farmers Co-operative Elvtr. Co. has been dissolved.

Gaines, Mich.—Judson Bros. are placing a new foundation under their elvtr.

Milo, Mich.—Mr. Stephen, of Richland, has bot the grain business of W. A. Spaulding.

Byron, Mich.—The Central Elvtr. Co. has been incorporated, with a capital stock of \$25,000.

Dedford, Mich.—The Cass City Grain Co. has practically completed its new grain elvtrs. here.

Gladwin, Mich.—Flynn & Neely have their new elvtr. completed. The building is 30x70 ft.

Waldron, Mich.—Geo. Heiser has opened the north end elvtr. for operation. He will make extensive repairs on it.

Marion, Mich.—Thomas Corner, formerly mgr. of the grain business of E. F. Chapin, is now with the Marion Grain Co.

Shaffsburg, Mich.—I have leased the W. O. Calkins elvtr., and expect to run a regular elvtr. business in grain, seeds, beans, etc.—S. B. Bullard.

Detroit, Mich.—E. W. Wagner & Co., of Chicago, Ill., have opened a branch office in this city, with Harry E. Simmons as mgr.

Flushing, Mich.—We have hired Alfred Phillips as mgr. of our newly acquired elvtr., which we expect to operate at once.—Elmer H. Penoyer, pres. Farmers Elvtr. Co.

Sebewaing, Mich.—John C. Liken & Co. are building an addition to their elvtr. and will install bean picking equipment.

Eaton Rapids, Mich.—N. A. Strong, who was stricken with appendicitis Aug. 12, while at work in his elvtr., has undergone a successful operation.

Hemlock, Mich.—The Hemlock Elvtr. Co. incorporated; capital stock, \$36,000; incorporators, Charles Wolohan, Thos. Walsh and Earl B. Harper. The company operates an elvtr.

Carney, Mich.—The elvtr. of Jule Duquaine burned Aug. 7. The fire is thot to have been caused by lightning. Loss, \$5,000; insurance, \$2,500. It will be rebuilt at once.

Grand Rapids, Mich.—The next annual meeting of the Michigan Bean Jobbers Ass'n will be held at this city, with headquarters at the Pantlind Hotel, Sept. 13 and 14.

Salzburg sta. (Bay City p. o.), Mich.—The Cass City Grain Co., of Cass City, has secured permission for the railroad spur right-of-way to its large bean elvtr., now under construction.

Houghton, Mich.—We are about to add 40,000 square ft. of dock area to our present dock, to be used in the storage of soft coal. We are only small handlers of grain.—M. Van Orden Co.

Eckford, Mich.—Frank Nowlin has remodeled the Michigan Central Elvtr., which he recently purchased, into an up-to-date elvtr. New machinery has been installed and a shed built so that teams are protected while unloading.

Wayne, Mich.—John C. Stellwagen, of Belleville, and Anthony A. Snyder, of this city, have bot and taken possession of the elvtr., formerly owned by the Wayne Mfg. & Produce Co. The plant has been completely overhauled and new machinery added.

At the recent annual meeting of the Michigan Hay & Grain Ass'n it was voted that the widest publicity should be given to the net weight law, to discourage balers from tagging bales at even weights. Each bale should be tagged with the exact weight in pounds. The law, No. 311 of Acts of 1915, provides that an article shall be deemed to be misbranded if the package does not bear the true net weight, and went into effect May 19, 1915.

Adrian, Mich.—The monthly meeting of the Northwestern Grain Dealers Ass'n was held here Aug. 18. The Cutler-Dickerson Co. acted as host to the visitors. A dinner was served at which Sam Rice, of Metamora, O., was toastmaster. Stewart H. Perry told the story of Plattsburg. Edward Frensdorf gave interesting facts regarding the work of the Michigan Prison Board, of which he is chairman. About 50 were present and all enjoyed the gathering.

## MINNESOTA

Morris, Minn.—N. J. Barnd has bot and will operate the Spooner Elvtr.

Muskoda, Minn.—Fritz Gruhl, of Cromwell, has bot the elvtr. at this station.

Spicer, Minn.—John Tait, Jr., has purchased the elvtr. of the Monarch Elvtr. Co.

Fairmont, Minn.—W. J. Frakes is the new mgr. of the elvtr. of Geo. S. Livermore.

Duluth, Minn.—N. G. Wisted has been admitted to membership in the Board of Trade.

Brandon, Minn.—The Farmers Grain Co. will reopen its elvtr. with Ole J. Berg in charge.

Danvers, Minn.—Samuel Johnson, prop. of an elvtr. here, died recently at Minneapolis.

Roscoe (Zions p. o.), Minn.—The Cargill Elvtr. was closed Aug. 10, on account of poor grain.

Mazeppa, Minn.—Directors of the Farmers Elvtr. Co. at this town have authorized the sale of the company's buildings, after which the corporation will retire from business.—X.

Forest Lake, Minn.—The Forest Lake Elvtr. Co., E. J. Houle, prop., is now ready for operation.

Pettis sta. (Kasota p. o.), Minn.—Hubbard & Palmer have reopened their elvtr. at this station.

Baker, Minn.—The Red River Seed & Produce Co. has bot the elvtr. of the National Elvtr. Co.

Hallock, Minn.—H. B. Borneman, Sr., has bot the elvtr., formerly owned by the Imperial Elvtr. Co.

Bigstone sta. (Ortonville p. o.), Minn.—An elvtr. and mill are being erected by McNamara & Marlow.

Duluth, Minn.—Work on the new Capitot Elvtr. is progressing and the roof will soon be placed on the tanks.

Le Sueur Center, Minn.—Frank Tepley has succeeded D. C. Morrison as agt. of the Winter-Truesdell-Ames Co.

Zumbrota, Minn.—The Hunting Elvtr. Co., of Minneapolis, has bot the elvtr. of the Farmers Elvtr. Co. for \$6,000.

Utica, Minn.—H. Rasmussen, mgr. of the Utica Grain Co., was recently married to Miss Minnie Erickson, of Nelson.

Delavan, Minn.—The elvtr. of Wm. Perizo has been purchased by the recently incorporated Farmers Elvtr. Ass'n.

Darwin, Minn.—The newly incorporated Farmers Elvtr. Co. has bot the elvtr. here and retained Walter Caven as mgr.

Hawley, Minn.—Ray Heiberg, agt. of the Monarch Elvtr. Co., recently underwent an operation for appendicitis.

Ottertail, Minn.—Harry True will manage the Northland Elvtr. recently purchased by the farmers of this vicinity.

Kanaranzi, Minn.—Oswald Tostenrud, of Ramona, S. D., has bot and taken possession of the elvtr. of the Davenport Elvtr. Co.

Angus, Minn.—Mr. Hunt is the new grain buyer for the Monarch Elvtr. Co.—P. C. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

Stewart, Minn.—The Monarch Elvtr. at this town has been sold to the Farmers Elvtr. Co., of which H. E. Proehl is mgr.—X.

Melvin, Minn.—We have repaired the driveway, installed a new belt and made other improvements in our elvtr.—Agt. Monarch Elvtr. Co.

Pelican Rapids, Minn.—Quinlan & Sethre have installed a new grain cleaner. The Heiberg Elvtr. Co. has also installed a cleaner.—O. I. Sethre.

Richmond, Minn.—I am now agt. of the Cargill Elvtr. Co. at this station, having been transferred from Roscoe sta. (Zions p. o.).—R. J. Ruegemer.

Pipestone, Minn.—The Northwestern Elvtr. Co. is building a 50 ft. addition to its coal sheds and installing a large electric motor for power in the elvtr.

Starbuck, Minn.—The elvtr. owned by Carl N. Nelson, which was burned July 28, was valued at \$9,000, and was insured for \$6,000. It contained \$3,300 worth of grain on which \$2,000 insurance was carried.

Elgin, Minn.—The Richardson Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, W. H. Richardson, Chas. S. Richardson and Clyde S. Richardson. This company succeeds Richardson Bros. & Son.

Glenville, Minn.—J. P. Olson, who has been mgr. of the elvtr. of G. A. Swan for several years, purchased it this month and will now operate it on his own account.

St. Paul, Minn.—The Cream-O-Cereal Co. incorporated to manufacture breakfast food; capital stock, \$100,000; incorporators, G. D. Smith, F. R. Campbell and E. P. Wright.

St. Paul, Minn.—The Capital City Mfg. & Grain Co. will build an elvtr. north of its mill. A 96x50 ft. warehouse is now being erected on the Great Western, to be used for milling purposes. The capacity of the mill will be increased to 1,000 bbls. within a year.



Slayton, Minn.—I have accepted a position with the St. John Grain Co., of Worthington, Minn., and will move my family to Slayton from Meriden, Ia.—D. R. Miller.

Angus, Minn.—Contract for a 40,000-bu. up-to-date elvtr. has been let by the recently organized Farmers Elvtr. Co. to L. Buege, and work has already been started.

St. Paul, Minn.—The Federal Grain & Elvtr. Co. incorporated to operate an elvtr. and conduct a grain business; capital stock, \$150,000; incorporators, R. Troendle, Remer; Thos. V. Sullivan, of this city, and others. An up-to-date public elvtr., of cement and tile construction, to cost \$150,000, will be erected on the upper Mississippi River levee. Work will be started Sept. 1. The new company, which will be separate from the Federal Grain Co., will also open grain offices.

#### MINNEAPOLIS LETTER.

Three new certificates have been issued by the Chamber of Commerce and sold at \$5,000.

The Marfield Elvtr., operated by the Marfield Grain Co., has been made regular under the rules of the Chamber of Commerce.

Kinsey Maxfield has been re-elected official grain, seeds and millstuffs sampler of the Chamber of Commerce for the year ending Aug. 1, 1917.

C. T. Stevenson left the Minnesota Grain Co., with which he has been associated for many years, and on Aug. 15 engaged in the grain brokerage business on his own account.

An increase in the assessment on Chamber of Commerce memberships from \$500 to \$1,600 has been made by the Minneapolis city assessors. The big advance will be fought by the Ass'n's attorney, H. V. Mercer.

The following memberships in the Chamber of Commerce have been transferred: From Spaulding Howe to Raymond J. Allen, Edward Pehl to Walter R. Vye and J. F. Cargill to R. E. Tearse, O. C. Wyman to F. H. Higgins, A. D. Thompson to Edwin C. Hancock, J. H. Benson to Roland L. Remund, J. L. Tracy to W. J. Greve and H. W. Commons to Victor Von Ende.

Traveling representatives licenses have been issued by the Chamber of Commerce Ass'n to the following: P. L. Arms, Middle West Grain Co.; F. J. Humiston, Fraser-Smith Co.; S. A. Dalton, United Grain Co.; Frank Francis, Minnesota Grain Co.; H. A. Tubbs, C. C. Wyman & Co.; M. J. Sheehan, Becher-La Bree Co.; O. E. Hine-line, J. M. Erickson and W. G. Kirkpatrick, Woodward-Newhouse Co.; F. N. Hinkley, Nye-Jenks & Co.; N. V. Wilson, Imperial Elvtr. Co.; E. H. Thompson, United Grain Co.; and Frank Stanton and I. J. Hough, Salyards Grain Co.; James E. Utman, McCarthy Bros. Co.; H. W. Lambie, A. J. Atkins Grain Co.; J. H. Wilson, McCaull-Dinsmore Co.; F. M. Davies, F. M. Davies & Co.; R. W. Soule, McCaull-Dinsmore Co., and J. F. Lahart, Skewis Grain Co. Applications for licenses have been received from George H. Dunn and E. R. Thresher, to represent the Armour Grain Co., and S. L. Dotson, to represent the Northern Grain Commission Co.

#### MISSOURI

Carthage, Mo.—An annex will be erected to the elvtr. of the McDaniel Mlg. Co.

Charleston, Mo.—We have purchased a site and contemplate the erection of a 50,000-bu. concrete elvtr.—Brown-DeField Grain Co.

St. Joseph, Mo.—Charles P. Wolverton, mgr. of the Grain Belt Feed Mills Co., has been admitted to membership in the Grain Exchange.

St. Louis, Mo.—George I. Bruno, an expert accountant, and former sec'y of the Arnold A. Thurman Grain & Feed Co., shot himself Aug. 15, after several months of ill health due to kidney trouble. He was 31 years of age and well known to the members of the Merchants Exchange.

Odessa, Mo.—The safe in the office of the elvtr. of the Baggerly Mlg. Co. was blown open by robbers Aug. 12 and a small amount of money taken from it.

Clinton, Mo.—The Kracke Mlg. Co. has practically completed its 20,000-bu. elvtr. and corn mill, for which it let contract to the Concrete Steel & Machinery Co. This plant replaces the one which burned some time ago.

Springfield, Mo.—A grain exchange with leased private wire service from the Chicago and Kansas City boards of trade will be re-established by Chas. J. Winter, a member of the Chicago Board of Trade. The local exchange will have Chicago wire connections with Ware-Leland, and Kansas City connections with the Orthwein-Matchette Grain Co. Mr. Winter also expects to deal in cash grain and will solicit consignments in this territory.

#### KANSAS CITY LETTER.

Ed. T. Long, formerly an elvtr. mgr. at Akron, Colo., is now representing Mendsieck Grain Co., and will cover Nebraska in a car.

Mrs. Anna M. Bomgardner, wife of J. W. Bomgardner, of the Bomgardner Grain Co., died Aug. 5, at the age of 82 years, after being married for 62 years.

C. G. Benton, of the Benton Grain Co., died Aug. 19, while climbing a mountain near Tolland, Colo. He was 61 years of age and had been a member of the Board of Trade for 25 years.

Paul Zeidler, 10 years of age, thru his mother, has brot suit for \$5,000, against the Chicago Great Western R. R., the Great Western Elvtr. Co., and the Lonsdale Grain Co. On July 8, he alleges he was injured while picking up grain around the Great Western Elvtr. A train backed up on him and his right arm and left leg were crushed so badly that amputation was necessary.

#### MONTANA

Custer, Mont.—An elvtr. is under construction for the Farmers Elvtr. Co.

Enid, Mont.—The Equity Elvtr. Co. is being organized to operate an elvtr. here.

Billings, Mont.—The Farmers Elvtr. Co. is operating its recently completed elvtr.

Suffolk, Mont.—The Western Grain & Elvtr. Co. will soon start work on a large elvtr.

Richey, Mont.—The Farmers Elvtr. Co. has been formed and an elvtr. will be built at once.

Hesper, Mont.—The Farmers Elvtr. Co. will build a 40,000-bu. elvtr. on the Great Northern.

Boyd, Mont.—Work is progressing on the elvtr. under construction for the Farmers Elvtr. Co.

Broadview, Mont.—A 40,000-bu. elvtr. will be constructed at this station on the Great Northern.

Hedges, Mont.—The State Elvtr. Co. will operate a 40,000-bu. elvtr. here, on the Great Northern.

Painted Robe, Mont.—The Farmers Elvtr. Co. will build a 40,000-bu. elvtr. on the Great Northern.

Nihill, Mont.—We have bot the elvtr. of the Rocky Mountain Elvtr. Co.—Farmers Grain Co., Hedgesville.

Glasgow, Mont.—Work is well under way on the elvtr. now being built by the Northwestern Mill Construction Co.

Wayne, Mont.—The elvtr. at this place will be closed soon and this post office will probably be discontinued.

Finch, Mont.—Work is progressing on the 40,000-bu. elvtr. of the Farmers Elvtr. Co. and it will soon be in operation.—X.

Whitehall, Mont.—I have completed my 30,000-bu. elvtr. and will operate it under the name of the Johnson Elvtr.—C. M. Johnson.

Conrad, Mont.—The Greely-Schmidt Elvtr. Co., of Ft. Benton, has bot and taken possession of the 30,000-bu. elvtr. of James S. Helms.

Comanche, Mont.—The State Elvtr. Co. and the Farmers Elvtr. Co. will build 40,000-bu. elvtrs. here on the Great Northern.

Tunis, Mont.—The Greely-Schmidt Elvtr. Co., of Ft. Benton, has ordered material for the erection of a 30,000-bu. elvtr. here.

Clarkston, Mont.—Thomas A. Harshberger, of Three Forks, will start work soon on the erection of a 25,000-bu. elvtr.

Buffalo, Mont.—The Farmers Equity Co. has bot and taken possession of the elvtr. of the Fisher Mlg. Co. and I will be mgr. —A. D. Skinner.

Wolf Point, Mont.—Equity Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, O. B. Horsford, A. L. Burch and C. M. Bixbe.

Three Forks, Mont.—I have been appointed mgr. of the 3-Valleys Co-op. Ass'n here. I was formerly at Stewartsdale, N. D.—Wm. A. Clark.

Merrill, Mont.—L. Doane Dixon, of Columbus, has let contract for a 25,000-bu. up-to-date elvtr., which will be in operation about Sept. 15.

Shorey, Mont.—The Occident Elvtr. Co., of Minneapolis, Minn., will build a 40,000-bu. elvtr. at this station, which is on the Great Northern.

Franklin, Mont.—The recently incorporated Farmers Elvtr. Co., with a capital stock of \$10,000, will build a 40,000-bu. elvtr. on the Great Northern.

Ethridge, Mont.—I am building a 30,000-bu. elvtr., equipped with engine, scales, cleaner, etc. It will be ready to receive grain Sept. 1.—Geo. A. Norman.

Twin Bridges, Mont.—John Ruttle, mgr. of the Farmers Elvtr. Co., contemplates engaging in the grain business on his own account at another point in Montana.

Roundup, Mont.—A. D. Frederick, of Columbia, N. D., will be in charge of the 35,000-bu. elvtr., just completed by the Columbia Elvtr. Co., of Minneapolis, Minn.

Columbus, Mont.—L. Doane Dixon, prop. of the Columbus Elvtr., will increase the capacity of the elvtr. 6,000 bus. A 10-ton automatic weighing scale will be installed.

Forsyth, Mont.—Lightning struck the elvtr. of the Musselshell Valley Grain Co., setting fire to a number of grain sacks. Considerable damage to the building resulted.

Archer, Mont.—A. E. Odgaard, formerly mgr. of the Farmers Elvtr. Co. at Reserve, is now buying grain at the newly acquired elvtr. of the Progressive Farmers Club, of Plentywood.

Great Falls, Mont.—A grain brokerage office will be opened in the Ford Bldg. by the Randall, Gee & Mitchell Co., which has offices in Duluth, Minneapolis, Winnipeg and Milwaukee.

Glasgow, Mont.—Equity Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, H. L. Osterberg, Chas. Van Hauwark and M. Septman. An elvtr. and warehouse will be erected.

Baker, Mont.—Elmer J. Prall, prop. of the Baker Mlg. & Grain Co., contemplates erecting an elvtr. and flour mill at Miles City and also elvtrs. at Lemmon sta. (no p. o.) and Iswick sta. (no p. o.).

Miles City, Mont.—The recently incorporated Farmers Elvtr. Co. applied to the Milwaukee Railroad for a site and is now building a 35,000-bu. elvtr. and warehouse. D. L. Lytle, who built the first elvtr. here, will be mgr.

Acton, Mont.—Two 40,000-bu. elvtrs. are to be erected at this station on the Great Northern. One will be operated by the State Elvtr. Co. and the other by the Farmers Elvtr. Co. A siding will be laid by the railroad.

Laurel, Mont.—Contract for the immediate construction of a 30,000-bu. concrete elvtr. has been let by the Laurel Mlg. Co. to the Globe Construction Co. Other improvements will be made, the aggregate cost being \$10,000. The cupola will be rebuilt, a new scale and dump installed, and the office moved to the other side of the driveway.



Miles City, Mont.—Lakin Bros. will build a 35,000-bu. elvtr. on the site of their old warehouse, located on the Milwaukee right-of-way. A 35,000-bu. warehouse will be built in connection and the plant will be managed by Wm. O'Laughlin, of Baker.

Ryegate, Mont.—The Ryegate Elvtr. Co. has been organized and arrangements made for taking over the elvtr. of J. A. Black. J. A. Morrow is pres. and Edward M. Wickstrum, for 2 years mgr. of the Montana Elvtr. Co., will be general mgr. of the new company.

Grass Range, Mont.—We are building a 16x22 ft. addition to our elvtr. and are installing a cleaner, feed mill and a 20-h. p. Fairbanks Morse Gasoline Engine. T. Flemming is installing a manlift and a Richardson Automatic Scale in his elvtr.—R. J. Knitzel, mgr. Equity Co-operative Ass'n.

Joliet, Mont.—Contract has been let and work will start at once on a 30,000-bu. elvtr. for the Farmers Elvtr. Co. The building will be frame, covered with galvanized iron, with a solid concrete foundation. It will be 28x36x40 ft. and will be equipped with 2 legs, 8 bins, of from 2,000 to 3,000 bus. capacity each, and 7 bins of about 1,000 bus. capacity each. A warehouse, containing 4 large bins, will be built in connection. A feed grinder will be installed in the warehouse and electric power will be used thruout the plant, which will cost about \$8,000. The elvtr. will be completed by Sept. 15.

## NEBRASKA

Big Springs, Neb.—Frank Dorn is making repairs on his elvtr.

Wilber, Neb.—We will hopper our over head bins.—Farmers Elvtr. Co.

Campbell, Neb.—Gund & Peterson have succeeded Everling & Peterson.

Gretna, Neb.—The Latta Grain Co. is rebuilding its newly acquired elvtr.

Barnston, Neb.—H. H. Norcross has bot the elvtr. of the Lincoln Grain Co.

Alda, Neb.—A. J. Filsinger is the new agt. of the Trans-Mississippi Grain Co.

Brickton, Neb.—We have installed a 4-ton scale.—Agt. E. Stockham Grain Co.

Greeley, Neb.—Chas. Weeks is now employed in the elvtr. of the Farmers Elvtr. Co.

Osmond, Neb.—W. A. Philpott is the new agt. of the McCaull-Webster Elvtr. Co.

Beaver Crossing, Neb.—The W. T. Barstow Grain Co. has built a new office at its elvtr.

Laurel, Neb.—Newman & Morton have bot and taken possession of the elvtr. of John McQuillen.

Fairbury, Neb.—The repairs and improvements at the elvtr. of O. Vanier have been completed.

Pleasant Dale, Neb.—Work has been started on the erection of an elvtr. for the Farmers Elvtr. Co.

Foster, Neb.—Wm. Reikofski purchased the elvtr. of the Farmers Elvtr. Co. at public sale for \$4,025.

Wynot, Neb.—Mr. McFarland has succeeded H. H. Perry, who resigned as agt. of the King Grain Co.

Buda, Neb.—I am now agt. of the Farmers Grain Co., succeeding R. A. Larimer resigned.—L. M. Sheldon.

Abie, Neb.—I have succeeded Mr. Peltz, who resigned as mgr. of the Farmers Elvtr. Co.—J. M. Urdel.

Alvo, Neb.—We bot the elvtr. of the Lincoln Grain Co. on July 22.—J. W. Davis, agt. Alvo Grain Co.

Marquette, Neb.—The Shannon Grain Co. is making repairs on its elvtr., including the reshingling of the roof.

Hadar, Neb.—Herman Magnussen, mgr. of the Farmers Elvtr. Co., was married recently to Miss Meta Haase.

Creighton, Neb.—Clarence Brown is working in the elvtr. of Louis E. Manu during the present rush season.

Ong, Neb.—W. B. Rundberg has succeeded Wm. Woodhead as mgr. of the Farmers Union Co-operative Ass'n.

Central City, Neb.—I am out of the grain business.—W. C. Truesdell, formerly agt. T. B. Hord Grain Co. at Havens, Neb.

Sunol, Neb.—We have the only elvtr. here and are troubled with a scoop shoveler buying some grain.—Demers & Son.

Maxwell, Neb.—The Coates Lumber & Coal Co. is installing a 6-h. p. Fairbanks Engine to take the place of the old one.

Rising City, Neb.—Henry Garhan, who has been in the grain and live stock business for 25 years, died recently at David City.

Nebraska City, Neb.—Robert Mulkey, an employe of the Duff Grain Co., was severely injured when his hand caught in a pulley.

Milligan, Neb.—The Milligan Grain Co. has succeeded the Lincoln Grain Co., with E. J. Kotas as mgr.—Farmers Elvtr. Co. Wilber.

Perry, Neb.—We have purchased the elvtr. of the Updike Grain Co. at this point.—B. S. Koehler, sec'y Koehler-Twidale Elvtr. Co.

Winside, Neb.—The G. E. French Grain & L. S. Co. has taken over the business of the Thomas Prince Grain & L. S. Co.—F. E. Bright, mgr.

Bloomfield, Neb.—The Samson-Swanson Co. is improving its elvtr., office and yards. Two sets of scales and scale houses are being installed.

Knox, Neb.—Farmers Union Co-operative Elvtr. incorporated; capital stock, \$10,000; incorporators, Albert Anderson, J. T. McCarthy and others.

Hastings, Neb.—The Hastings Mfg. Co., operating a 50,000-bu. elvtr., suffered a loss of about \$75,000 when its manufacturing plant burned, Aug. 21.

Decatur, Neb.—A large elvtr. is to be built here for sacking and loading grain into the steamboat Julius F. Silber, plying between this place and Omaha.

Gordon, Neb.—R. F. Arndt, a laborer, fell Aug. 15 from the top of the elvtr., under construction for the Farmers Elvtr. Co., and was perhaps fatally injured.

Clarkson, Neb.—The Nye Schneider Fowler Co. has started work on the foundation walls and pit for a new elvtr. to replace the one which burned this month.

De Weese, Neb.—The J. F. Grosshans Grain & Lumber Co. has succeeded the Van Wickle Grain & Lumber Co.—H. F. Welch, mgr. Farmers Grain & Stock Co.

Waverly, Neb.—We contemplate installing an electric motor in our newly acquired elvtr. Dan Munn is pres. and W. L. Hand, mgr., of our company.—Farmers Union Ass'n.

Spencer, Neb.—M. M. Reamy, former mgr. of the Nye Schneider Fowler Co. at Arion, Ia., is now managing a lumber yard here for that firm.—H. G. Scott, Dow City, Ia.

Primrose, Neb.—The recently organized Farmers Elvtr. Co. has been incorporated, with a capital stock of \$6,400. A. J. Cook, formerly mgr. of the Farmers Elvtr. Co. at Spalding, will manage the elvtr.

Rising City, Neb.—The Dawson Grain Co. sold the elvtr., which it bot from the Trans-Mississippi Grain Co., to the new Farmers Grain Co., and still retains the elvtr. formerly owned by the Omaha Elvtr. Co.—N.

Lexington, Neb.—Delmer Anderson is pres. and E. B. Reynolds, sec'y, of the recently incorporated Farmers Elvtr. Co., which has succeeded the A. I. Woodsum Elvtr. Co. Robt. M. Hewson has been employed as mgr.

Kimball, Neb.—The Kimball Mill & Elvtr. Co. has almost completed the 15,000-bu. iron clad elvtr. for which it let contract to W. H. Cramer. Equipment includes a 20-h. p. International Oil Engine, 6-ton Richardson Wagon Scale, 5-bu. Richardson Automatic Scale, Hall Grain Distributor and a Success Manlift.

Blair, Neb.—Chris M. Christensen has been employed to manage the elvtr. of the Farmers Elvtr. Co., now nearing completion.

Jansen, Neb.—One of the elvtrs. of the Farmers Equity Exchange collapsed recently. Two bins went down and 4,000 bus. of wheat and several hundred bus. of corn was spilled on the ground. The elvtr. was an old structure.

Benedict, Neb.—We have discontinued leasing the elvtr. at this point, which was owned by the Lincoln Grain Co. and believed it has been sold to the Van Wickle Grain & Lumber Co.—B. S. Koehler, of Koehler-Twidale Elvtr. Co.

Lisco, Neb.—Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, Wm. Barmwell, pres., J. J. Cain, vice-pres., W. W. Sampson, sec'y-treas. The company has let contract for a 10,000-bu. iron clad studded elvtr. to W. C. Bailey.

Barney sta. (Peru p. o.), Neb.—During a bad storm the frame elvtr., owned by the A. B. Wilson Grain Co., was blown over. It had been moved to a new location nearer the bluffs and away from the river and could not withstand the force of the wind.

Kearney, Neb.—S. W. Morrison, associated with Frank Roby of the Kearney Flour Mills for the past 20 years, was drowned in the Platte River at a picnic here last week. In attempting to rescue Mr. Morrison, who could not swim, another man also lost his life.

Benkelman, Neb.—The elvtr., under construction for the Kellogg Grain Co., will be completed by Sept. 15. We will build new coal sheds here and also contemplate buying or building an elvtr. at Max to operate in connection with our elvtr. at this point.—Benkelman Equity Exchange.

Lorenzo, Neb.—Work is progressing rapidly on the 8,000-bu. iron clad elvtr. of L. G. Lowe and he expects to have it in operation Sept. 1. Equipment includes a Fairbanks Type Z Engine and 4-ton Wagon Scale, a 4-bu. Richardson Automatic Scale, Hall Grain Distributor and Success All Steel Manlift. W. H. Cramer has the contract.

Torrington, Neb.—W. O. Eaton is building a 15,000-bu. iron clad studded elvtr., with concrete hoppers bins. Equipment includes a 5-ton Fairbanks Wagon Scale, 10-h. p. Fairbanks Type Z Oil Engine, 4-bu. Richardson Automatic Scale, Barnard & Leas Cleaner, grinder, Hall Grain Distributor and Success Manlift. W. H. Cramer has the contract.

Lexington, Neb.—We have bot the electric light plants in Overton, Elmcreek and Cozad, and expect within the next year to build transmission lines to these points. Have started the construction of one of the lines at this time, and will have about 45 miles of transmission line, furnishing service to the farms along the way, the line going thru the most thickly settled part of the Platte valley.—Lexington Mill & Elvtr. Co.

North Platte, Neb.—The 12,000-bu. elvtr. being erected here for Leyboldt & Pennington by W. H. Cramer is to be of studded construction and iron clad, and will be equipped with 5-h. p. and 2-h. p. direct connected G. E. Motors, Barnard & Leas Cleaner, Richardson Automatic Scale and 8-ton wagon scale, Hall Distributor and all steel Success Manlift. Another elvtr. is in course of construction, but the name of the operator has not been given out.

## OMAHA LETTER.

The Grain Exchange is having a complete inspection of all the grain elvtr. scales in Omaha. The Weights & Scales Dept., upon the request of the Grain Exchange, sent J. W. McKissick, state grain inspector, to take charge of the inspection.

Directors of the Omaha Grain Exchange have adopted the following amendment to the Exchange Rules, to become effective Sept. 1: "It shall become obligatory on the part of any member of the Omaha Grain Exchange accepting orders for trades for future delivery of grain from a cor-



poration not a member of the Omaha Grain Exchange to ascertain that the manager or officer of said corporation issuing said order or orders is duly authorized by his corporation to buy or sell grain for future delivery on the Omaha market for the account of his corporation. Any violation of this rule by a member of this exchange is punishable by a fine of \$100 for the first offense, a fine of \$500 or suspension for the second offense, in the discretion of the Board of Directors. The sec'y of the Exchange shall keep in his office a complete record of all corporations filing authority for their manager or officers to trade for the account of said corporation. This record, or any information pertaining thereto will be immediately available to any member of the Exchange on application to the sec'y's office."

### NEW ENGLAND

Tilton, N. H.—O. A. Plummer & Co. have succeeded Brown & Boucher in the grain business.—X.

Boston, Mass.—The Chamber of Commerce will hold its 7th annual dinner at the Copley-Plaza on Oct. 10.

Woonsocket, R. I.—George W. Smith, of the firm of A. Mowry Co., grain dealers, was bereaved recently by the death of his mother.

### NEW MEXICO

Tucumcari, N. M.—I. R. Salley, a representative of Light Bros., has arrived from Liberal, Kan., to buy grain for the local elvtr. of that firm, now just about completed. Scales for the elvtr. are expected to arrive soon.

### NEW YORK

Albany, N. Y.—The North American Grain Co. incorporated; capital stock \$50,000 to \$100,000.

Coshocton, N. Y.—The Larowe Buckwheat Flour Co. has taken over the local plant of the Larowe Mfg. Co.

North Hoosick, N. Y.—The report that Burr Phillips had engaged in the grain business here is incorrect.—X.

Knowlesville, N. Y.—The recently incorporated F. J. Pomeroy Storage & Elvtr. Co. has built an elvtr., equipped with electric power. The company will ship out in car load lots.—X.

### BUFFALO LETTER.

The Eastern Grain, Mill & Elvtr. Co., which owns and operates the Concrete Elvtr., is taking proceedings to increase its capital stock from \$1,000,000 to \$2,000,000.

The Central Elvtr. Corporation has been incorporated with a capital stock of \$300,000. Officers and directors are: Nisbet Grammer, Edwin T. Douglass, John J. Rammacher and Norman M. Macpherson. The company was organized for the purpose of building and operating grain elvtrs. in the city of Buffalo, and will begin immediately the construction of a modern fireproof grain elvtr. on the land adjacent to the Concrete Elvtr. and the New York Central grain terminal yard near Farmers Point on the Buffalo river. The new elvtr. will be named the Central Elvtr., and will have a storage capacity of 2,500,000 bus., all in small bins, with 2 and possibly 3 marine legs of the largest capacity and very fast shipping legs for loading cars and canal boats. This elvtr. will be part of a system of elvtrs. known as the combined concrete-central elvtrs., extending over 1,200 feet along the waterfront, with water on three sides and railroad tracks on the fourth, and having a total capacity of 4,500,000 bus. There will be 5 separate units, of which the present concrete elvtr., built in 1915, is the first, the 1,000,000 bus. addition, now practically completed, the second, and the Central Elvtr., the third, fourth and fifth units. Total unloading capacity of these elvtrs. will be 1,000,000 bus. per day. Very large facilities for the handling of all grain will be provided, so that 200 cars of all rail grain per day can be

unloaded without interfering with the loading of cars or unloading of vessels or loading of canal boats, as each of the various operations of these elevators are independent of the other. Hess Grain Driers, cleaners, clippers and all modern machines for the proper care of rail grain will be installed and also means developed for unloading wet grain from vessels direct into the grain drier, without using the high power marine legs of the elevators.

### NEW YORK LETTER.

Harry J. Crofton, representing the Merchants Grain Co., and Morris Moses have been admitted to membership in the Produce Exchange.

Charles F. Coffin, formerly a dealer in grain, beans and peas, and lately with Keusch & Schwartz, Inc., will engage in the grain business on his own account.

Fred A. Heywood, after having been in the grain business for 17 years, will withdraw and engage in freight brokerage and forwarding. He has been representing the Norris Grain Co. here and in southern markets for the past 3 years.

The International Elevating Co. has purchased from the American Coal Co., a plot in Jersey City, 100x200 ft., including riparian rights and pier facilities. The company operates floating grain elvtrs. in the New York harbor, and plans the erection of a repair shop upon the site.

### NORTH DAKOTA

Fargo, N. D.—W. A. Smith is building a warehouse.—X.

Silver Leaf, N. D.—The agt. at the elvtr. here has resigned.

Hague, N. D.—Orie Kanis is now agt. of the Columbia Elvtr. Co.

Finley, N. D.—C. A. Skele is the new mgr. of the Farmers Elvtr. Co.

Gronna, N. D.—H. C. Puderbaugh is now mgr. of the Farmers Elvtr. Co.

Addison, N. D.—Bert Schwarz is the new mgr. of the Farmers Elvtr. Co.

Roger, N. D.—Jos. Clancy is the new agt. of the Osborne-McMillan Elvtr. Co.

Walcott, N. D.—Ingman Nord is the new agt. of the Northwestern Elvtr. Co.

Bowbells, N. D.—The Occident Elvtr. Co. has bot the elvtr. of Jens Peterson.

Edmore, N. D.—Frank Morlan is the new mgr. of the Farmers Elvtr. Co.

Tolna, N. D.—S. G. Berg has been appointed agt. of the National Elvtr. Co.

Hillsboro, N. D.—T. E. Larson is now mgr. and grain buyer at the local elvtr.

Taylor, N. D.—John T. Payne, of Brazil, Ind., is now in the grain business here.

Valley City, N. D.—An elvtr. is being erected by the Farmers Equity Elvtr. Co.

Temvik, N. D.—Seeman & Kruger, of Linton, have sold their elvtr. at this station.

Souris, N. D.—The Imperial Elvtr. Co. has placed A. C. Frolich in charge of its elvtr.

Hamlet, N. D.—The John Kneisel Elvtr. Co. has been granted a certificate of partnership.

Clement, N. D.—An elvtr. is being erected on the Soo line, 3 miles west of this station.

Berlin, N. D.—M. N. Pratt has been hired as mgr. of the Equity Elvtr. & Trading Co.

Overly, N. D.—I am now employed as mgr. of the Farmers Elvtr. Co. here.—O. A. Burgeson.

Sharon, N. D.—D. C. Morrison, of Le Sueur Center, Minn., will manage an elvtr. at this point.

Cavaliar, N. D.—Orville Patterson has resigned as agt. of the St. Anthony & Dakota Elvtr. Co.

Adams, N. D.—E. A. Hinds, who recently severed his connection with the Cargill Elvtr. Co., Litchfield, Minn., after 27 years of service, will build an elvtr. at this place.

Sutton, N. D.—The Farmers Elvtr. Co. has organized and purchased the elvtr. of K. M. Ellingson.

Aneta, N. D.—I have succeeded Carl Lawdawl as agt. for the Cargill Elvtr. Co.—Oscar Otterson.

Fessenden, N. D.—J. E. Garver and Regan & Lyness are going to install electric motor power.

Petersburg, N. D.—O'Keefe Bros., of Sharon, have bot the elvtr. of the J. H. Terrett Elvtr. Co.

Blaisdell, N. D.—D. P. Brey has resigned as mgr. of the Farmers Elvtr. Co. and moved to Surrey.

Aneta, N. D.—We are not building an elvtr. this season.—W. T. Cameron, mgr. Farmers Elvtr. Co.

Linton, N. D.—We have moved our headquarters from Strasburg to this place.—Seeman & Kruger.

Windsor, N. D.—Work is progressing on the elvtr. now being conducted for the Farmers Elvtr. Co.

McGregor, N. D.—The Imperial Elvtr. Co. has given \$50 to improve the roads leading to this place.

Strasburg, N. D.—We have sold our elvtr. at this point to Adam Kraft.—Seeman & Kruger, Linton.

Bantry, N. D.—P. A. O'Keefe has bot the Cook Elvtr., which he will repair and operate the year round.

Elk Landing, N. D.—Capt. I. P. Baker, of Bismarck, has purchased the elvtr. of the Senechal Packet Co.

Grafton, N. D.—August Blakstad has succeeded Harry Blades, who resigned as mgr. of the Farmers Elvtr. Co.

Brantford, N. D.—Frank McGrann, of Green Isle, Minn., is the new mgr. of the Farmers Elvtr. Co. at this point.

Buxton, N. D.—Samuel M. Sorenson, mgr. of the Buxton Grain Co., was married Aug. 9 to Miss Josephine Knutson.

Dickey, N. D.—The stockholders of the Farmers Elvtr. Co. have made application for the dissolution of the company.

Williams sta. (Pettibone p. o.), N. D.—While unloading grain doors from a car here, Martin Toft fell and broke his leg.

New Rockford, N. D.—Geo. M. O'Connor has been retained as grain buyer for the Farmers Elvtr. Co. for another year.

Wilton, N. D.—T. C. Ingham, of Norwich, is now mgr. of the Farmers Elvtr. Co., succeeding G. I. Regnier, resigned.

Ralston sta. (Deslacs p. o.), N. D.—The A. A. Robinson Grain Co. has abandoned its plans for the erection of an elvtr. here.

Flasher, N. D.—Plans are being made for the erection of a 40,000 bu. elvtr., the work to be supervised by A. Hermanson.

Hastings, N. D.—The Farmers Elvtr. Co. has decided to accept the \$4,500 offer for its plant made by the Andrews Grain Co.

Crosby, N. D.—H. I. Kolberg has been placed in charge of the elvtr. erected by the Farmers Elvtr. Co. east of this station.

Williston, N. D.—George F. Merrill, of Stillwater, Minn., has succeeded Frank Voll as mgr. of the Farmers Elvtr. Co. here.

Fairmount, N. D.—The recently organized Equity Mfg. & Elvtr. Co. has purchased elvtrs. at Wheaton and Lemars, nearby.

Sheyenne, N. D.—The Sheyenne Elvtr. Co. has bot the elvtr. of the Mattson Elvtr. Co. and will make repairs preparatory to operation.

Walhalla, N. D.—Lee Bros. are repairing and improving their elvtr. here, lowering the driveway to almost a level with the walk.

Loma, N. D.—The organization of a farmers elvtr. company fell thru and nothing further regarding it will be done this year.—X.



Stanley, N. D.—The Farmers Elvtr. Co. will install a new and larger grain carrier, new cleaner and will have the driveway replanked.

Montpelier, N. D.—The Farmers Elvtr. Co. has installed a 15-h. p. Fairbanks Morse Engine and dug a well in the engine room.

Halliday, N. D.—Lightning recently struck the elvtr. of the Occident Elvtr. Co. The resultant fire was extinguished with slight damage.

Kirby sta. (no p. o.), N. D.—Preparations have been made for the erection of an elvtr. at this new siding, which is 3 miles east of Crosby.

McVie, N. D.—Valentine Orth, of Sleepy Eye, Minn., has been employed as mgr. of the elvtr. built by the recently organized Farmers Elvtr. Co.

Chaseley, N. D.—West Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Geo. Rask, K. C. Hilderbran and Herman Gehrke.

Grenora sta. (Howard p. o.), N. D.—We have not learned as yet what companies will build elvtrs. at this new station.—State Bank of Grenora.

Portal, N. D.—The Portal Grain Co. is putting in new cement floors, piers and foundations under its elvtr. and has an office under construction.

Sanish, N. D.—J. F. Hunter has resigned his position with the Osborne-McMillan Elvtr. Co., to become grain buyer for the Farmers Elvtr. Co.

Geneseo, N. D.—James Panek, of Mantiador, is the new agt. of the Atlantic Elvtr. Co. here.—H. A. Jacobs, agt. Farmers Terminal Elvtr. Co., Mantiador.

Cartwright, N. D.—Farmers are organizing an equity company and will buy the Independent Elvtr. Co.'s elvtr. They have retained O. E. Askelson as mgr.

Fortuna, N. D.—The Atlantic Elvtr. Co. has purchased the plant of the C. Steinkopf Elvtr. Co. at this place and Alkabo. John Steinkopf retains the management.

Timmer, N. D.—The elvtr. of the Occident Elvtr. Co., which was damaged by fire caused by lightning to the extent of \$1,000 has been repaired and is as good as ever.

Leeds, N. D.—James Bartron, Jr., who for 2 years has been grain buyer for the Farmers Elvtr. Co., has resigned to take a position with the Western Improvement Co. at Minot.

Hazelton, N. D.—The Hazelton Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, L. W. Berkholtz, P. H. Ryan and George G. Girbes. An elvtr. was recently purchased.

Geneseo, N. D.—Clarence Frystrom is now agt. for the Cargill Elvtr. Co. here, having been transferred from Sharon, N. D. He succeeds Oscar Otterson, who has gone to Aneta, N. D.

Sharon, N. D.—We organized and on Aug. 16 took over the elvtr. of the Farmers Elvtr. Co. of Sharon. D. B. Olson is pres. and H. O. Sorenson, mgr. of our company.—Sharon Farmers Elvtr. Co.

Hastings, N. D.—Ludvig Larson, formerly mgr. of the Farmers Elvtr. Co. at Litchville, has bot the elvtr. of the Dodge Elvtr. Co. and will take possession as soon as the grain in store is loaded out.

Starkweather, N. D.—The Farmers Elvtr. Co. has been organized and negotiations are now being made for the purchase of one of the elvtrs. here. If the deal is not consummated the company will build an elvtr.

Parshall, N. D.—At a meeting of stockholders of the Farmers Elvtr. Co. recently, it was unanimously decided to rebuild the elvtr. burned July 14. The former building will be duplicated, and authority was given a board of directors to make addition of a 40,000-bu. warehouse. Some alterations are proposed for the new house, particularly in building a detached and fireproof engine house.

Marmarth, N. D.—We have bot the elvtr. of the Western Lumber & Grain Co. and are now building an 18x22 ft. office. J. Criger is pres. and K. Hoban, mgr., of our company.—Co-operative Equity Exchange.

Hamberg, N. D.—The Hamberg Grain Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and J. B. Larson is grain buyer. I took his place Aug. 1 as mgr. of the Farmers Elvtr. Co.—E. A. Harseim.

Mantador, N. D.—W. Prelovitz, of Nashua, Minn., is now buying grain here for the Atlantic Elvtr. Co. H. A. Jacobs has re-entered the grain business and is now agt. for our company here.—Farmers Terminal Elvtr. Co.

Marion, N. D.—The recently incorporated Equity Elvtr. Co. has bot the 40,000-bu. elvtr. and seed house of the Johnston Farms Elvtr. Co. for \$11,000. John Nelson, of Leal, has been chosen as grain buyer.

Kellys, N. D.—The Farmers Elvtr. Co., which engaged in the grain business a short time ago, has remodeled the old elvtr. on the Northern Pacific. Carl Clements is pres. and H. H. Blackstead, mgr. of the company.

Enderlin, N. D.—We will not rebuild until next spring, our elvtr., which burned July 3. We will then erect a 40,000-bu. elvtr., equipped with up-to-date machinery, to be completed by July 15, 1917.—Farmers Elvtr. Co.

Adams, N. D.—Thom Swenson is erecting a 35,000-bu. cribbed elvtr., equipped with a grain cleaner and an automatic scale. The building, which will cost \$9,000, will be ready by Sept. 1. Carl Anderson, who resigned as agt. of the Minnekota Elvtr. Co., will be grain buyer.

Hettinger, N. D.—J. F. Tracy has resigned as supt. of the Columbia Elvtr. Co. and bot the 20,000-bu. elvtr., flour houses and coal sheds of the Geo. C. Bagley Elvtr. Co., on the C. M. & St. P., which he will operate on his own account.

Carson, N. D.—The Western Improvement Co. has its new house almost completed. Mr. Bartron will be mgr. We have installed a new 15-h. p. kerosene engine and have built machine sheds and a large office.—F. W. Helder, mgr. Farmers Equity Exchange.

Douglas, N. D.—We are building a 60,000-bu. double leg elvtr. with full platform dump, a Fairbanks-Morse Automatic Weigher, cleaner, manlift, 15-h. p. Fairbanks-Morse Engine. C. J. Jenzen is pres., L. M. Brannan, sec'y-treas.—J. F. Mitchell, mgr. Farmers Elvtr. Co.

Zahl, N. D.—The Scoris Farmers Elvtr. Co. has been granted a charter, and will erect a 40,000-bu. elvtr. as soon as site is obtained from the G. N. Ry. It will be equipped with full platform dump scales, two legs, automatic hopper scales, and everything of the latest in elvtr. construction.—N. T. Narvison, sec'y-mgr.

Olmstead, N. D.—The recently incorporated Olmstead Grain Co. has bot the 40,000-bu. elvtr. of the St. Anthony & Dakota Elvtr. Co., located on the Great Northern. No improvements are necessary this year. E. T. Helland is pres. and I am mgr. of the company.—G. W. Shively.

Michigan, N. D.—We have sold our elvtr., feed and flour business to the Sharon Mfg. Co., owned by P. A. O'Keefe and D. J. O'Keefe, who have also purchased the J. H. Territt elvtr. at Petersburg, the Blackey elvtr. at McVie and one at Bantry. G. W. Maxfield will continue as mgr.—Swanston & Maxfield Elvtr. Co.

Florida, N. D.—A new farmers elvtr. company has been organized by Mr. Cook, former mgr. of the Farmers Elvtr. Co. at Overly, N. D., who will manage the new elvtr. here. It will have a capacity of 30,000 bus., with double leg cleaner, automatic scales and wagon and sleigh dump, and will be hopped all around, and made up-to-date in all particulars.

## OHIO

Cygnat, O.—We have replaced our oil and gas engine by electric power.—Cygnat Grain & Hay Co.

Schumm, O.—Thieves wrecked the strong box in the office of the Schumm Grain Co. Aug. 10 and got \$1 for their trouble.

Arcadia, O.—John L. Rouze, pres. and general mgr. of the J. L. Rouze Co., operating a line of elvtrs. in Ohio, died Aug. 11.

Pemberville, O.—Morris Rees is pres. and S. D. Peoples, sec'y, of the newly organized Farmers Elvtr. Co., which will operate an elvtr.

Perrysburg, O.—Louis Finch, an employee of the Perrysburg Grain & Seed Co., was injured recently when an automatic scale fell on him.

Bascom, O.—The roof of the elvtr. owned by the Sneath & Cunningham Co. was slightly damaged by fire, caused by a spark from the smokestack.

Belle Center, O.—C. Keller has purchased the interest in the Bellecenter Grain Co., formerly held by Geo. Wonders, and the business will be continued as the Belle Center Hay & Grain Co.

Vermillion, O.—The elvtr. and grist mill of Berk & Co., containing about 7,000 bus. of wheat, burned Aug. 8. Estimated loss, \$15,000; insurance less than \$1,000.

Oakland sta. (Middletown p. o.), O.—Fire destroyed the elvtr. of the Oakland Grain Co. on Aug. 19. The building was owned by the F. O. Diver Mfg. Co., of Middletown.

Old Fort, O.—We sold our elvtr. to the Peoples Elvtr. & Mercantile Co. and gave possession July 1. The company now owns 2 elvtrs. here, on the Nickel Plate, with a total storage capacity of 40,000 bus.—Titus & Watson.

Sidney, O.—The Miami Valley Ass'n, the old reliable local organization that has for many years been a great factor in moral and uplift work among the dealers of this Valley, has recently received 12 applications for membership with good prospect for as many more in the near future. May the good work go on until all the dealers of this fertile valley may be brot into the fold.—E. T. Custerborder & Co.

## CINCINNATI LETTER.

Jacob Smith, employed by the Cincinnati Grain Co., was killed recently, while on his way to work.

The A. C. Gale Grain Co. has been formed here, with offices at 37 Wiggins Block. A. C. Gale is pres. and Murray Eisfelder is vice-pres.

Monroe Izor, the well known flour inspector of this city, will represent the Willey Grain Co. on the Exchange floor, having been admitted to membership in the Hay & Grain Exchange.

The Richter Grain Co. is leasing the elvtr. of the former Gale Bros. Co. for 15 days to relieve the grain congestion. The com'te of creditors, closing up Gale Bros.' affairs, decided that this was necessary to cover expenses, until the elvtr. could be sold or permanently leased.

## TOLEDO LETTER.

Fred Jaeger, of J. F. Zahm & Co., was bereaved recently by the death of his brother.

The Northwestern Elvtr. & Mfg. Co. has removed its offices from the old Produce Exchange Bldg. to the Second National Bank Bldg.

## OKLAHOMA

Vinita, Okla.—G. Griffin has bot the grain and flour business of C. B. Hughes.

Nash, Okla.—O. P. Dillman is now mgr. of the Nash Equity Elvtr. recently organized.

Laverne, Okla.—J. A. Youngberg has taken charge of the elvtr. of the Ball Mfg. Co.

Beaver, Okla.—A 20,000-bu. addition will be erected to the elvtr. of the Probst Grain Co.



Woodward, Okla.—The L. O. Street Grain Co. reports the death of its pres., Jos. H. Cox, on Aug. 4.

Altus, Okla.—The Leger Mill Co., operating an elvtr., has remodeled its plant and built an office.

Caddo, Okla.—The elvtr. and other property of the Caddo Mlg. Co. was badly damaged during a recent fire.

Perkins, Okla.—Earl Worl has sold his elvtr. at this place and is now operating under lease an elvtr. at Cleora.

Ringling, Okla.—The Sowell Grain & Produce Co. suffered a loss of \$25,000 when its plant burned Aug. 11. Two men were injured.

Alex, Okla.—We are removing our gasoline engine and installing 54-and 60-h. p. steam engine and boiler.—Alex Mill & Elvtr. Co.

Enid, Okla.—A. R. Hacker, mgr. of the grain dept. of the Imboden Mlg. Co. at Wichita, Kan., has secured a position with the Enid Mill & Elvtr. Co.

Drummond, Okla.—The Ball Mfg. Co. is erecting an elvtr. of 15,000 bus. capacity. More than 60 farmers in the community are co-operating with the Ball Co.

Elk City, Okla.—T. A. Dobry and Frank Wostka, props. of the Elk City Mlg. & Elvtr. Co., held their annual banquet recently with about 1,000 persons in attendance.

Laverne, Okla.—The partnership existing between H. Overstreet and J. S. Dockter, operating as Overstreet & Dockter, has been dissolved and the business will now be conducted under the name of the Overstreet Grain Co.

Durant, Okla.—Short & Haynes Grain Co. have disposed of their gin business to E. D. Morton of Muskogee, Okla., a member of the cotton firm of Canterbury & Morton. The Short & Haynes Co. will retain the grain business.

Butler, Okla.—The Hinton Mlg. Co. has let contract to the White Star Co. for the erection of a 25,000-bu. elvtr., to cost \$7,000. The building will be equipped with a 25-h.p. oil engine, concrete engine room, steel clad elvtr., warehouse and dust room.

Hobart, Okla.—The Hobart Mill & Elvtr. Co. has brot suit against Frank C. Granger for damages aggregating \$545.00 for his alleged failure to deliver 2,000 bus. of wheat in accordance with a written contract. It is alleged that the elvtr. company contracted on Aug. 2 with Granger for the wheat at \$1.09 per bu., and tho they repeatedly asked for the delivery of the grain, it was not forthcoming.

Oklahoma City, Okla.—Wheat valued at nearly \$20,000 was damaged to an unknown extent when a mysterious fire broke out in the Acme Mlg. Co.'s elvtr. at 19 W. Washington St., early in the morning Aug. 12. The fire which is the second one occurring recently in the elvtr., is tho to have started from a hot box in the machinery at the top of the elvtr. There were about 15,000 bus. of wheat for which the Acme Co. was paying from \$1.30 to \$1.50 a bu. in storage in the elvtr. Most of the damage was done by water, scorching and smoke. Plant officials believe that the wheat was not damaged 10 feet from the top of the elvtr. The loss is practically covered by insurance.

## OREGON

Boyd, Ore.—Work is progressing on the 100,000-bu. elvtr. now being built on the Great Southern Ry. by the Boyd Union Elvtr. Co.—X.

Condon, Ore.—Mr. Hutchinson, of Kansas, who has been in the elvtr. business for 20 years, has been employed as mgr. of the new 50,000-bu. elvtr. of the Farmers Elvtr. Co.

Sheridan, Ore.—I have sold my elvtr. and warehouse to A. D. Schmidt, formerly in the feed business at Estacada. Possession was given July 10.—M. Ford, prop. Sheridan Warehouse & Storage.

Portland, Ore.—The Commission of Public Docks will establish an up-to-date elvtr. at this point.

Huntington, Ore.—A grain inspection station will be established by the Washington State Grain Inspection Dept., to facilitate shipments of Washington wheat by rail east. George K. Landers, formerly with the Tri-State Terminal Warehouse Co., will be in charge. Additional stations will probably be established by the dept. for the inspection of thru shipments of grain.

Portland, Ore.—The Merchants Exchange adopted rules July 31 that wheat delivered on contract shall be in standard imported Calcutta wheat sacks, or the equivalent thereof, made of not less than 10 ounce quality cloth. (Approximately standard dimensions, 22x36 inches.) (Approximately standard weight of sacks, 12 ounces.) Oats: In burlap sacks not lighter quality than standard oat sacks, or the equivalent thereof. (Approximate standard dimensions, 23x40 inches.) (Approximate standard weight of sacks, 10½ ounces. Barley: In burlap sacks not lighter quality than standard barley sacks, or the equivalent thereof. (Approximate standard dimensions, 22x36 inches.) (Approximate standard weight of sacks, 10½ ounces.) Barley may also be sacked in Calcutta wheat sacks and/or standard sacks as per above specifications. Grain in Bulk: May be delivered on contracts without the consent of the buyer, who shall be allowed to deduct from the value of the grain to cover the cost of sacks, which deduction, until August 1st, 1917, shall be 4c per bushel; provided, however, that this does not prevent any sales being made in bulk where the buyer and seller mutually agree at the time of the sale to deliver and accept grain in bulk as full delivery on a contract; and provided, further, that grain in bulk with sacks on top shall not constitute delivery on contract as sacked grain and that it shall be optional with the buyer to accept such grain in bulk with sacks on top as sacked grain or grain in bulk, and in the event that the grain is accepted as grain in bulk, the sacks shall be held intact, specially piled and marked for the seller's account.

## PENNSYLVANIA

Lynnport, Pa.—H. C. Hartman has purchased the grain business at this place formerly conducted by John Kuntz.

Newville, Pa.—S. E. Shenk & Sons, grain dealers, have bot the warehouse of E. S. Manning.

Pittsburgh, Pa.—E. Linder, dealer in grain and feed, has succeeded John Lachman & Co. at Braddock.

Philadelphia, Pa.—William B. DuPuy, of Wm. B. DuPuy & Co., died Aug. 6 following a lingering illness. He was one of the oldest members of the Commercial Exchange.

Pittsburgh, Pa.—A picnic for the stenographers and office girls, employed in the grain trade, was given Aug. 19 at Wexford, by the members of the Grain & Hay Exchange.

## SOUTH DAKOTA

Ortley, S. D.—A. W. Berkner has bot the elvtr. of F. E. Long.

Great Bend, S. D.—Fred Brink is building an elvtr. on his farm.

Castlewood, S. D.—An elvtr. is under construction at this station.

Stockholm, S. D.—The Farmers Elvtr. Co. has installed a grain cleaner.

Montrose, S. D.—Chas. Beach has been retained as mgr. of the Farmers Elvtr. Co.

Barnard, S. D.—Hugh Lindle is mgr. of the new Farmers Elvtr. Co. at this place.

Houghton, S. D.—Work has been started on the erection of the elvtr. of the Farmers Elvtr. Co.

Dimock, S. D.—Paul Larson, of the Larson Grain Co., Sioux City, Ia., is now managing the elvtr. of C. W. Derr at this point.

Wagner, S. D.—Thomas Harney and Gus Neidermeier have purchased the elvtr. of W. C. Donahue.

Winner, S. D.—The newly organized Farmers Union has bot the elvtr. of the Doane-Sears Co.

White, S. D.—C. A. Ripley, formerly mgr. of the Davenport Elvtr. Co., has moved to Thomas.

McLaughlin, S. D.—Material is on the ground for the erection of the elvtr. of the Farmers Equity Elvtr. Co.

Nisland, S. D.—L. G. Tomlinson, of Belle Fourche, has secured a position in the elvtr. of the Tri-State Mlg. Co.

Mission Hill, S. D.—Nels C. Anderson has succeeded C. E. Jones, who resigned as agt. of the King Elvtr. Co.

Trent, S. D.—S. M. Sorenson, who operated an elvtr. here, which burned Jan. 27, has removed to Windham, Mont.

Sioux Falls, S. D.—Frank Funk, formerly with the Gould Grain Co., is now with the local office of Lamson Bros. & Co.

Aurora, S. D.—We have purchased the elvtr. of Potter, Garrick & Potter and hired C. T. Callaghan as mgr.—Aurora Grain Co.

White Rock, S. D.—The Miller Elvtr. Co. is wrecking its elvtr. at this point and will move it to Brown siding, on the F. & V.

Burke, S. D.—The Farmers Co-operative Grain & L. S. Co. incorporated; capital stock, \$20,000; incorporators, John Steha, S. S. Colley and W. M. Figgott.

Richmond sta. (Aberdeen p. o.), S. D.—F. B. Johnson is mgr. of the newly organized Richmond Equity Society, which bot the elvtr. of the Hasvold Grain Co.

Appleby sta. (Castlewood p. o.), S. D.—The Appleby Grain Co. incorporated; capital stock, \$10,000; incorporators, J. C. Garrick, E. O. Potter and Bert Draves.

Dalton, S. D.—We are erecting a new elvtr. at Emery and will soon be in the market for a gasoline engine.—D. S. Glanzer, mgr. Mayer & Tschetter Grain Co.

Wessington Springs, S. D.—Wm. McLeod, formerly of Winfred, and A. K. Houk of Oldham have purchased the old Will-Olson Elvtr. at this place and will operate as McLeod & Houk.

Frankfort, S. D.—Jerry Ryan is acting as agt. of G. W. Van Dusen & Co., succeeding Art Bunnell, who resigned. Mr. Ryan was married this month to Miss Laura Renieke, of Seneca.

Wall, S. D.—The farmers did not buy or build an elvtr. here as only about 30 to 35 cars of wheat is grown annually. I am now agt. for G. W. Van Dusen & Co.—John F. Harnden, formerly agt. Lyon Elvtr. Co., Antelope, N. D.

Sioux Falls, S. D.—Gordon L. Cashman has engaged in the grain brokerage business and will handle the accounts of the Blair Elvtr. Co., Atchison, Kan., Randall, Gee & Mitchell, Minneapolis, Minn., Magee-Lynch Grain Co., Cairo, Ill., Taylor & Bournique, Milwaukee, Wis., Marshall Hall Grain Co., St. Louis, Mo., and the Piereson-Lathrop Grain Co., Kansas City, Mo.

## SOUTHEAST

Townsend, Del.—James A. Hart, grain dealer, is suffering from a sprained ankle as the result of falling from a grain car.

Mobile, Ala.—The American Grain & Fertilizer Co. of this city is reported to be closing up its business owing to the death of its pres.

Richmond, Va.—I am putting an active young man in charge of the grain business of my late father, John R. Cary. He will take charge Sept. 1.—John R. Cary, Jr.

Talladega, Ala.—We operate an elvtr. and grist mill in connection with our wholesale grain and commission business. Our elvtr. and storage capacity is 50,000 bus. and our grist mill has a grinding capacity of 120 bus. per 10-hour day. We have the only elvtr. in this vicinity.—Farmers Exchange & Elvtr. Co.



## TENNESSEE

Nashville, Tenn.—A rate of \$3 per car at this city for switching cars on intra-state business interchanged with the Tennessee Central Railroad, has been made by the Louisville & Nashville Railroad by order of the Tennessee Railroad Commission. The roads, heretofore, have charged prohibitive rates on competitive business. A switching rate of \$5 per car on interstate business, has been ordered by the Interstate Commerce Commission. These orders become effective Sept. 15.

## TEXAS

San Antonio, Tex.—The San Antonio Grain Co. will build a warehouse.

Sherman, Tex.—Charter has been issued to the Ferguson Seed Farms; capital stock, \$75,000.

Ft. Worth, Tex.—Harry G. Baker, mgr. of the Hall-Baker Grain Co. at this city, was married recently to Miss Jewel F. Tolleson.

Walnut Springs, Tex.—Walnut Springs Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, J. F. Wieser, H. M. Wieser and C. E. Massey.

Llano, Tex.—The Llano County Farmers Union Warehouse Co. incorporated; capital stock, \$7,500; incorporators, D. McDonald, G. S. Vest and W. W. Willbern.

Iredell, Tex.—The newly organized Iredell Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, F. M. Davis, J. C. Phillips and others. An elvtr. is under construction.

Pampa, Tex.—The Kansas Flour Mills Co. has practically completed its new elvtr. for which it recently let contract to the White Star Co. It replaces the one, which burned a short time ago.

## WASHINGTON

Johnson, Wash.—Construction work will start soon on an elvtr., to cost \$8,000.

Pine City, Wash.—The Milwaukee Elvtr. Co. has moved its office from Malden to this point. R. F. Millard is resident agt.

Seattle, Wash.—M. H. Houser, operating the West Seattle Elvtr., has closed it as no sail or steam ships can be obtained for grain charters.

Parvin, Wash.—A warehouse, owned by M. H. Houser, burned Aug. 15, together with 700 bus. of grain and 28,000 grain bags. Loss, \$6,500; insurance, \$2,800.

Uniontown, Wash.—The Union Warehouse Co., Ltd., has completed its 100,000-bu. elvtr. here and also a 60,000-bu. elvtr. at Leon. I opened an independent grain office at this place.—S. Swenson.

Rocklyn, Wash.—The recently organized Farmers Grain Co., of which E. J. Boyk is mgr., has a capital stock of \$10,000. E. J. Guenther is mgr. of the Washington Grain & Mfg. Co. Inkster Bros. have not appointed a mgr. as yet.—X.

Seattle, Wash.—Plans are being made to double the capacity of the Port Elvtr., adding facilities for the handling of 600,000 bus. more. The buildings, which will be of reinforced concrete, will include 30 storage bins and will cost about \$150,000.

Goldendale, Wash.—Earl E. Montgomery, who has been agt. for the Interior Warehouse Co. and Balfour, Guthrie & Co., has leased the warehouses, owned by these companies, and will conduct a warehouse and grain buying business on his own account. These warehouses are located on the Goldendale branch of the S. P. & S. Ry. Co. at this point, Centerville and Warwick.

## WISCONSIN

Roberts, Wis.—Albert Aldridge is remodeling his elvtr.

Random Lake, Wis.—The grain and seed elvtr. of Altenhofen Bros. has been completed.

New Richmond, Wis.—M. Tanney, a local feed, seed and flour dealer, has rented the elvtr. of the Farmers Elvtr. Co.

Marshfield, Wis.—The Marshfield Produce Co. is building a 12,000-bu. elvtr. It will be 24x31x55 ft. and will have 9 bins.

Manawa, Wis.—C. G. Quackenbush has succeeded the Cargill Grain Co. T. A. Duffey, for 5 years in charge of the elvtr., has been retained as mgr.

Superior, Wis.—An increase of approximately 2½¢ per hour, in the wages and salaries of elvtr. men here, has been announced by the elvtr. owners.

Osseo, Wis.—The newly organized Farmers Produce Co. has started the erection of an elvtr. A. O. Berg is pres. and S. Gunderson, sec'y of the company.

New Richmond, Wis.—John E. Gallagher has bot the cold storage plant of the C. E. Blodgett Co. and will remodel it into an up-to-date elvtr. and flour and feed distributing house.

Maplewood, Wis.—Our elvtr. at this point is now open and is again in charge of Henry C. Perry, who will buy everything in the line of grain, seeds and farm produce, as well as handle flour, feed and other warehouse goods.—Knauf & Tesch Co., Chilton.

## MILWAUKEE LETTER.

The Lyman-Joseph Grain Co. is installing clipping machinery.

## Present Methods of Bookkeeping, With Suggestions.

BY J. E. STONE.

On a trip west a few weeks ago I examined several sets of books used by the country elevators and did not find two sets of books run alike; and the strange part is every dealer thinks he has the best system. I find there are some very crude methods used, to keep the books of so important an industry, as the grain business. I found in some cases some very good sets of books.

I find many dealers think they are running their books to learn what they are doing, but in this way, at the end of the year's work, when they close their books they find they do not show up the profit or loss that they thought they were making. They have nothing to show the profits their books call for, either in stock on hand, money in the bank or on hand, but still their books show a profit, when in reality, many times, they had a loss.

SOMETHING IS WRONG—For example, suppose you buy 1,000 bus. of wheat, that you know averaged \$1.08 per bu. cost. You keep this wheat three months before the market is right, so you can sell it at a profit. You ship it to your market or to a mill and your commission man wires you he can sell it at \$1.20 per bu. on export basis. As you bought it for \$1.08 you say this makes a fair profit, or 12¢ per bu. less freight.

How many dealers take all the expenses on this wheat into consideration and make all these charges in their books? I dare say not one-half. Now this wheat when it gets to destination grades No. 4, 55 lbs., and is good milling wheat. You held this wheat three months, and the money is worth 8%.

Interest .....	\$ 21.60
Insurance .....	2.70
Taxes for this amount .....	2.60
Labor, oil, etc., for handling, 1c per bu. ....	10.00
Shortage ½ of 1% .....	5.00
Commission for selling 1c per bu. ....	10.00
Discount account of grade 7c per bu. ....	70.00
Freight at 13½¢ per cwt. ....	81.00
Inspection and weighing .....	1.10
Total .....	\$204.00

Memberships in the Chamber of Commerce are quoted at \$190.

Harley McCordel, for 20 years in the employ of the Udpick Grain Co. at Omaha, Neb., on Sept. 1 will be transferred to this city.

The P. C. Kamm Co. is installing 800 ft. of additional side track for handling cars. Other elvtr. companies are also improving their plants.

E. T. Hanson is now acting as traveling solicitor for the Cargill Grain Co. among the shippers of southern Minnesota, northern South Dakota and Iowa.

C. E. Horey has applied for membership in the Chamber of Commerce and the memberships of W. B. Bogert and the estate of Wm. Bothe have been posted for transfer.

Frank De Temple, for several years with the Crowell Lumber & Grain Co. at Blair, Neb., has secured a position in the new terminal elvtr. of the Udpick Grain Co. in this city.

Elvtr. "A," on the C. M. & St. P. Ry., operated by the Donahue-Stratton Co., is being overhauled and large new cleaning machinery installed. Tracks will be relaid to increase the loading and unloading capacity. A 30x40 ft. fireproof millwright house will be constructed. The elvtr. has been closed during these alterations.

This sold for \$1.20, which amounts to \$1,200. It cost you \$1.08 or \$1,080.00. Add to this what you call the expense, freight commission, inspection and weighing, which amounts to \$92.10, which you say makes your wheat cost you \$1,172.10, leaving you a profit of \$27.90 on this car.

But you have forgotten the interest, taxes, insurance, shrinkage, expense of handling, etc. This together with the charges your commission man figured off, which is \$204.00, makes your wheat cost you \$1,284.00 instead of \$1,172.10. This leaves you \$84.00 short on this car, where you thought you had a profit of \$27.90. This is why when you close your year's business, that your profits do not show up what you had been figuring when handling your wheat. All cars do not have shortage, but I figured the average of shortage generally allowed elevators, on a year's business.

These items of expense should be charged some place, and in the final wind-up it has to come out of your profits.

As private individuals you do not give your business the profits it should show. Many dealers do not allow themselves a salary. Now if you are working for yourself, you should charge the business with what you are worth or what you could get if working for someone else. How many dealers do this?

ONE REASON OF SO MANY FAILURES is the lack of a system of bookkeeping that shows the true condition of the business. Of course this is not the only cause of failures, as many dealers may buy grain with a profit in it, and not be able to get cars to ship it, and a big decline comes in the market. Of course we can hedge our grain, but many of us do not do this, and if a decline comes, we have to take our medicine.

AUDITING—I believe if we were all keeping the same system of books, that is, our principal books, we would all be better off, as I think a set of books should be audited at least once a year by some competent auditor, and if we all used the same system, the work could be accomplished much easier, and again if any of us should make a change from one elevator to another, we would know just how to take hold of the new work and not have to learn a new system every time a change is made.



## Feedstuffs

FIRE DESTROYED the building and stock of the Columbia Feed & Grain Co., Columbia, Mo., on Aug. 10. The loss was \$15,000. A lighted cigar stub is thot to have been the cause of the fire.

THE GOLDEN GRAIN MILLING CO., E. St. Louis, Ill., has registered a design consisting of a circle formed of lengths of corn stalk, and enclosing a corn cob with the words "Ben Hur," as a trade mark for its prepared stock food.

THE GADSEN MFG. CO. of Gadsen, Ala., has been incorporated with \$15,000 capital stock, and will operate a mixed-feed plant with a daily capacity of 50 tons. Officers are R. R. McCleskey, pres.; T. S. Kyle, vice-pres.; J. R. McCleskey, sec'y-treas.

CHARLES F. HAWE of Boston has been engaged as manager of the feed department of the American Hominy Co., Indianapolis, Ind. He entered upon his new duties Aug. 10. Mr. Hawe was at one time with the International Stock Food Co. of Minneapolis, Minn.

REBUILDING of the alfalfa mill destroyed by fire recently at Garden City, Kan., is being pushed as rapidly as possible by the Garden City Sugar Co. Up-to-date machinery for the new plant has been ordered and some is on the ground. The loss from fire was about \$15,000.

OFFICERS of the Mutual Millers' & Feed Dealers' Ass'n, for the coming year, elected at the recent convention in Jamestown, N. Y., July 21 and 22, were as follows: Pres., John R. Mulkie, Union City, Pa.; vice-pres., L. L. Warner, Niobe, N. Y.; sec'y, A. B. Archer, Conewange, N. Y.; treas., Henry Neff, Salamanca, N. Y. Additional members of the executive com'te are W. H. Merrick, Corry, Pa., and Henry R. Wilber, Jamestown, N. Y.

THE OUTCOME of the case of the United States against the product of the Oceana Canning Co. of Shelby, Mich., to determine whether or not the disease of anthracnose, which has affected the bean crop of Michigan and other states, decomposes the food value of the bean or harms only the plant, is awaited with great interest by bean growers in the state. The proceedings are brot by the United States Court under condemnation according to the pure food and drugs act. Final tests are being made by experts, which are to be used in the case. The Michigan bean growers will co-operate with the canning company in trying out the case.

JUDGMENT OF GUILTY, under the Food and Drugs Act, for misbranding, have been rendered by U. S. Courts, upon report of the findings of the Sec'y of Agriculture: 380 sacks of sugar feed shipped from Illinois to New York by the United States Sugar Feed Co., Milwaukee, Wis.; a quantity of "Sulzberger's High Protein Tankage" (Meat Residue Feed) shipped from Illinois into Indiana, by Sulzberger & Sons, Chicago, Ill.; a quantity of "Schumacher Calf Meal" shipped from Illinois into Indiana by the Quaker Oats Co., Chicago, Ill., and a judgment of acquittal for alleged misbranding of a quantity of "Choice Peacock Brand Cotton Seed Meal" shipped from Illinois to New Hampshire by the Rovers Cotton Oil Co., Memphis, Tenn.

ST. JOSEPH, MO.—Rapid progress is being made on the plant of the newly formed Grain Belt Mills Co., on the line of the Union Terminal. The foundations of the group of reinforced concrete buildings are in, and work is now in progress on the grain elvtr. of 4 circular concrete tanks. Each of the tanks will be 60 feet high, 16 feet in diameter and have a capacity of 40,000 bus. It is expected the plant will be ready Sept. 15. Charles P. Woolverson is vice-pres. and mgr. of the Grain Belt Mills Co., and W. O. Dillinder is Supt.

A FACTORY BUILDING at Fort William, Ont., has been purchased by the Fort William Grain Co., which will convert it into a plant for the production of grain-screening products. Heretofore there has been practically no market in Canada for the residue from the cleaning machinery of the grain elvtrs. The entire output of the elvtrs. of this district has been purchased by American firms. The shipments to the United States from the twin cities of Fort William and Port Arthur have been valued as follows: In 1912, \$233,901; 1913, \$401,126; no statistics for 1914; and in 1915, 65,900 tons, valued at \$718,751. These screenings are usually sold on a time contract running from one to three years, at a stated price per ton without regard to grade, prices being f. o. b. cars at the elevator shipping point.

THE DOMESTIC RICE INDUSTRY is being actively fostered by the Argentine Ministry of Agriculture. The principal varieties of Chinese, Japanese, Italian and Spanish rice have been experimented with, and black vialonne, kinsku, and Valencian have given satisfactory results. Reports show that the area devoted to rice in the three provinces of Tucuman, Salta and Jujuy is five times that under the cereal in the same region in 1915. In Tucuman the output was 4,190,000 lbs. in 1913, which was increased to 7,120,000 lbs. in 1914 and reached the amount of 15,430,000 lbs. in 1915. Measures have been taken to provide for milling the rice to insure growers the maximum return for their product. In the province of Tucuman the Government has contracted with a concern operating rice mills to shell, whiten, polish and classify Tucuman rice under conditions considered very favorable to the grower. In the province of Salta an agreement of like nature has been reached.

## Feed Mill for the Country Elevator.

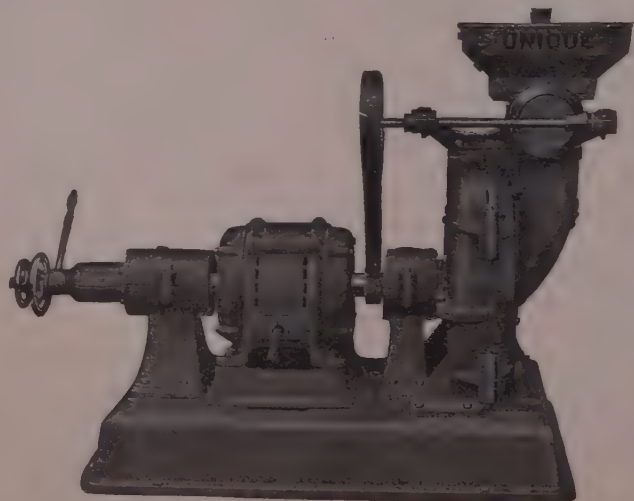
To make feed grinding profitable in the country grain elevator the milling equipment should be good enough to turn out a satisfactory product, but no more expensive in space and operation than any side line should be. In designing the Unique Single Runner Mill these needs of the elevator man have been considered, resulting in a mill that has good capacity and will grind feed perfectly with very little power and lubricant.

This mill, which is illustrated herewith, has the same general characteristics of the double runner mill with the exception of the grinding plates. This mill has only one revolving plate and one stationary plate, while the double runner mill has two revolving plates. It is supplied with high grade ball bearings, which make the mill run with very little power and lubricant. It will crack corn perfectly with very little meal and gives a large capacity when doing this kind of work.

For grinding feed, the mill should be run at a high speed, but to obtain the best results for corn cracking and still produce the smallest percentage of meal, the miller should run the machine at low speed, say about ½ the speed he uses for feed grinding. To get the best results on a motor driven mill, a two-speed motor should be installed. These can easily be changed from high to low speed by simply throwing a switch. For elevator men who desire to specialize on cracked corn the manufacturers of the Unique Mill make a machine that will grade and aspirate the cracked corn, producing three distinct grades of high grade cracked corn.

Strongly built and durable this mill can be used for all kinds of grinding. Additional information will be given readers of the Journal on application to the manufacturers, the Robinson Manufacturing Co.

THE PRICE OF GRAIN BAGS on the Pacific Coast has gone up along with the price of wheat, and bags, which last year sold for 5c are now selling for 15c at Baker, Ore. Arrangements are being made by some buyers to handle grain shipments by rail in bulk. In other cases buyers have offered, as an extra inducement to farmers to sell, to obtain grain bags for them at reduced prices.



Feed Mill for the Grain Elevator.



## Traffic League's Midsummer Meeting.

The summer meeting of the National Industrial Traffic League at Detroit, Aug. 10 and 11, began with the report of the B/L Com'te, giving the changes in the proposed uniform B/L and stating the points on which there is a difference between the shippers and the carriers.

F. B. Montgomery, chairman of the com'te on car demurrage and storage, submitted the following as a part of his report and it was adopted after an extended discussion, after H. G. Wilson had declared it to be class legislation and suggested a substitute:

Your Com'te has considered proposal from the grain interests that Section D of Demurrage Rule 6 be amended to provide that additional time be allowed within which to furnish billing instructions on shipments of grain. This additional time is desired because of the peculiar method under which shipments of grain are handled. Your Com'te recommends that the proposed change be approved by the membership. The proposed section reads as follows:

Section D.—Cars received from switching lines and held by carrier lines for billing instructions are subject to demurrage charges from the first 7 a. m. after arrival on the carrier line until billing instructions are received, with no free time allowance and without notice, except on grain, cars will not be subject to demurrage charges until the second 7 a. m. after arrival on the carrier line.

The following change in demurrage rule No. 4, as proposed by Chairman Montgomery, was adopted:

Section A. Notice shall be sent or given consignee by carrier's agent in writing, or as otherwise agreed to by carrier and consignee, within 24 hours after arrival of cars and billing at destination, such notice to contain numbers, contents, AMOUNT OF FREIGHT CHARGES, AND ON STRAIGHT CONSIGNMENTS THE NAME OF SHIPPER, and if transferred in transit, the initials and number of the original car. In case car is not placed on public-delivery track within 24 hours after notice of arrival has been sent or given, a notice of placement shall be sent or given to consignee.

A recommendation by the Com'te on Demurrage was adopted that from Oct. 1 to Apr. 1, 1917, after which time the present basis be automatically restored, demurrage be assessed as follows: First two days free, next 3 days, \$1 per car per day; 6th day, \$2; 7th day, \$3; 8th day, \$4; 9th day, \$5; and all thereafter \$5 per day. Under the average agreement plan one credit would be granted on each car released within the first day of free time. All debits accruing after the 14th day period can not be offset by credits.

The Legislative Com'te gave a synopsis of 47 bills which had been introduced in Congress affecting transportation, taking up important sections of the Pomerene bill.

A. W. McLaren, Chicago, chairman of the Special Com'te on Railway Leases and Side Track Agreements, reported:

We have advice that before signing any side track agreement or a lease or agreement containing a clause canceling the rights of the insurance company, it would be advisable for all members to examine their insurance contracts, as it is recognized that there are in effect today a great many agreements which practically have the effect of canceling a vast amount of insurance, and that the parties to these contracts have no knowledge of the liabilities which they have assumed, entirely beyond their control. We are advised that in New England parties have had to take out extra liability insurance to cover the possibility of any railroad employee being injured on the private siding of the industry and that insurance companies in that vicinity are now willing to cover the holders of side track agreements with insurance and take the extra responsibility for ten per cent extra premium. The point we wish to bring before the members of

the League is that the extra liabilities which have been quietly switched to the shipping public will, in the near future, have to be covered by additional and special insurance forms. Your committee, therefore, feels that this matter is of such great importance to every concern having a private siding or railroad lease agreement, that the same should be carefully presented to the Interstate Commerce Commission some time this coming Fall.

The report of the Com'te was adopted, with a request that the Com'te draft a proper liability clause for side track agreements, and follow it up before the Interstate Commerce Commission.

Among the grain exchange representatives present were J. S. Brown, representing the Chicago Board of Trade; Geo. A. Schroeder, Milwaukee Chamber of Commerce; R. R. Hargis, Indianapolis Board of Trade, and Chas. Rippin, St. Louis Merchants Exchange.

## Pomerene Bill Amended.

The Pomerene Bill, or Uniform B/L Measure, which was amended and passed by the House on Aug. 9 without even the formality of a roll call or debate, is now waiting for the Senate to pass upon the amendments made by the House. It is the intention of Senators Pomerene and Newlands to obtain action on these amendments as soon as possible, and there is no reason apparent now why the amended measure should not have the President's signature and become a law within a few days.

Passage by the House was the result of a conference between F. B. James, representing the shippers, and C. C. Wright, acting for the carriers, at which the amendments were agreed upon. It is understood, however, that the House made several additional changes in the bill, but the character of these was not of such a nature as to prevent immediate passage by the Senate.

The Rutland R. R. has raised the question as to whether it will be possible, when the bill is made a law, to issue split Bs/L as heretofore on cargoes of grain sent rail-lake-and-rail or lake-and-rail. The road doubts that a bank would accept a split B/L as security for money, and asks its question in the form of a letter as follows:

At the time we were operating the Rutland Transit Co.'s steamers it was our practice to issue so-called split Bs/L. Certain parcels of grain would be loaded into steamers at Chicago and the lake line B/L given for the entire amount, say, 60,000 bus. The owners of the grain, of course, desired to be in position to dispose of the same immediately after shipment, and the Rutland R. R. issued so-called Bs/L against the shipment as called for by original shipper.

It was practically impossible for us to have secured any grain cargoes unless we were in position to issue Bs/L prior to the grain having been loaded into cars. The owners of the grain at Chicago naturally desired to sell the same quickly, and, in our judgment, the traffic would have ceased had we not issued Bs/L for carload lots prior to the time of loading into cars. By issuing Bs/L on carload lots the owners were able to make immediate sales, whereas otherwise more than a week's delay would occur after the grain left Chicago before Bs/L could have been gotten.

A PETITION with reference to placing an embargo on the exportation of wheat made by the National Ass'n of Master Bakers has been presented to the Senate by Vice President Marshall.—P.

## Supply Trade

ADVERTISING, like interest, is always at work. If properly placed, it pays a handsome dividend.

MANUFACTURERS who mail catalogs into Canada may be called upon to pay duty of 15c per pound, unless the catalogs are mailed in very small quantities.

ADVERTISING is one of the three links in the business chain. The other two are Right Goods and Right Service. The best advertising on earth will not compensate for weakness in the other two links.—Doorways.

USERS of photo engravings in the cities outside of New York have not as yet received any relief from the exorbitant prices being charged for this material. The engravers of the country will soon be listed with the munition makers as money-making organizations.

MILWAUKEE, Wis.—The Interstate Commerce Com'n will hold a hearing in this city Sept. 7 on the complaint of the Milwaukee Bag Co. against the C. M. & St. P. Ry. alleging excessive rates. The bag company claims that on account of discriminatory rates it cannot compete with bag manufacturers in other parts of the country.

OWENSBORO, KY.—The Anglo-American Mill Co. is starting to work on its new building, which will have a floor space of 15,000 square feet. This new building will be given over to the manufacture of the new Midget Separator and Scourer. The building will be completed about Nov. 1, and the manufacture of the new machines will be commenced at that time. These machines are built of iron and steel and are a wide departure from the style of machines now on the market.

WICHITA, KAN.—S. L. Haden, mgr. of the Western Construction Co., while returning from a fishing trip on July 23d in his auto, was seriously injured when the front wheel of his car collapsed, this caused the car to turn a complete somersault, falling on Mr. Haden, crushing him severely. His arm was cut by the breaking wind shield. He also suffered internal injuries, which caused paralysis from the waist down. At the present time Mr. Haden is in a critical condition and his recovery is not expected.

THE WEBB CO-OPERATIVE SELLING AGENCY BILL, now before Congress, deserves the support of manufacturers of machinery who desire American exporters to be as well fortified to compete in foreign lands as are the organizations of England and France and the cartels of Germany. The Sherman anti-trust law forbids such pooling of interests. The Webb bill would permit it only in export trade, where the possible monopoly features could not harm domestic consumers. Manufacturers of grain elevator machinery who do not themselves build for export nevertheless should wire their Senators and Representatives in Congress to support the bill, in the interest of those who do, as an increased outlet for American machines will benefit the entire industry.

CORRESPONDENCE between firms placed in touch by the Copenhagen consulate general resulted in the purchase by the Danish government of 240,000 bushels of rye from the United States.—P.



### The Dust Hazard of Grain Elevators.

The great loss of life, and the accompanying destruction of elevator and mill property thru explosions of dust, is appalling. From carefully compiled statistics it has been computed that dust explosions and fires in grain elevators and mills within two years have cost the trade an average of \$500 per hour. The question of a remedy naturally arose many years ago and for a solution manufacturers of dust collecting systems were appealed to. But it is only within comparatively recent years that efficient systems have been perfected for gathering and utilizing this dangerous dust.

The "systems" of earlier days were of the crude type, and were not collectors in any sense of the word. Instead, like the careless housemaid who uses a stiff broom and feather duster in a parlor, they scattered the dust thruout the building, depositing a small percentage of the whole in a make shift dust room or house. Often the roughly made spouts would discharge into the open, resulting in large deposits of dust alongside the railway tracks increasing the fire hazard from locomotive sparks.

Progress has been as rapid in some lines of the grain trade as in any other industry. It would be hard to find today a terminal market elevator which is not equipped thruout with the most modern dust collecting system. But the smaller country houses are still depending largely upon the broom for removing dust and the weevils it always harbors from inside the plant. This is far better than permitting it to pile up on every floor until it can be scooped out with a shovel, but the hazard of an explosion is not removed. This danger is too great to be tolerated at any time.

As a matter of economy spouting dust into the open must also soon be discontinued, and the method replaced by the more efficient and economical system of cycloning, bagging and selling. The foresighted elevator operator must realize that the sooner he falls into line with the dust savers, the sooner will he inaugurate a profitable saving. The favorable argument of the small operator, who likes the smell of dust so well he permits it to accumulate in his plant to the detriment of his own health, has been: "The dust has caused no explosion, and it will do no more harm in the future than it has in the past." But this reasoning is not logical.

DUST EXPLOSIONS do not occur with alarming frequency, but when they do occur the damage is sufficient to make the sufferers remember always the danger attending a dusty elevator. Just what starts the explosion, or combustion of the dust is not evident in all instances, as the individual responsible is generally killed in the catastrophe caused by his own carelessness.

About four years ago one of the largest corn refining plants in the central states was blown to pieces thru the explosion of starch dust. The building, a five-story structure, 160x75 feet, lacked dust collectors. Without the slightest warning that anything was wrong, the roof suddenly was blown into the air, the floors collapsed into the basement, carrying with them 36 employees, and the walls after tottering for a few seconds crashed on top of the rest of the wreckage. Then, to make the ruin complete, flames burst forth simultaneously in every part of the debris. Twelve were killed, 24 seriously

injured, and the property loss was \$100,000.

The explosion at Beatrice, Neb., is well remembered by the trade. To determine the cause of a choke in the Black Brothers plant an employe visited the congested bin with a lighted lantern. A few seconds later he was floating about in the river adjacent to the plant. Fortunately no one was killed.

The explosion and holocaust of the Husted plant at Buffalo, where the number of killed and maimed was very large, the entire plant being completely wrecked, and the destruction of the Union elevator at Toledo, taking 14 lives, are also well recalled. The Galveston Sunset Elevator explosion occurred less than 2 years ago.

What is said to have been the most powerful explosion which ever wrecked an elevator, occurred at Richford, Vt., killing instantly 15 workmen. The season had been exceptionally dry, and oats, the principal grain handled in the plant, were free from moisture. Their handling, of course, created more dust than would have been occasioned in a normal year. When the explosion occurred, the ground within a nine-mile radius was rocked as tho by an earthquake. The dust, which had accumulated on each floor of the building was ignited and scattered in every direction, adding holocaust to the wreckage.

SCIENTIFIC INVESTIGATIONS have determined that the oxygen of the atmosphere will mix with any oxidizable dust or powder suspended in the air. Any contact of this mixture with a naked flame, or spark, may result in a forceful explosion. The contributing causes, or the origin of the flame or spark, are seldom found.

No fine dust, whether vegetable or mineral, when suspended in air within a room, can be exposed to either flame or spark without danger. The finer and drier the dust the greater is the hazard, and when so light as to be suspended in air it is most dangerous. The presence of this light dust can not be overlooked without expecting a forceful and costly reminder.

Were the explosion and fire hazard the only dust problem with which the elevator

operator is confronted, he might refrain from installing a dust collector on the same principle which prompts him to "save" the money others are paying for fire protection. But it is actually costing him money to permit dust to go to waste. Grain dust is valuable. Many of the large terminal elevators realize substantial annual revenues from the sale of this by-product of their clippers and cleaners. It is always in demand, at a good price, by manufacturers of commercial feeding stuffs, who must have a "filler." Grain dust serves this purpose admirably. Therefore the operator who is risking destruction of his elevator, rather than spend a little money for a dust collector, must figure the loss of money he might be earning were his dust collected, bagged and sold, in addition to the greater revenue from grain, which was clean and in no danger of heating.

The grain dealer who blows dust over the highways on windy days and over the clothing of passers-by, is neither cultivating the good will of his community, or conserving the assets of the mutual fire insurance company, organized for his benefit by fellow dealers.

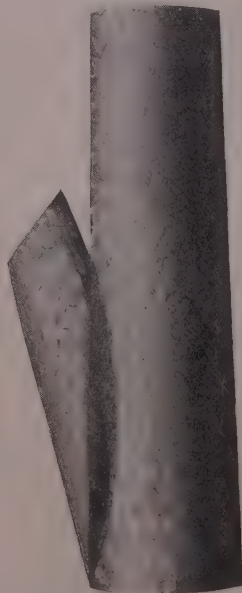
A THIRD ARGUMENT in favor of eliminating dust from elevators is presented in the better work accomplished by healthy and contented employes. Constant breathing of dust laden air has been found to result often in tuberculosis, but even tho this serious stage is not always the result, it stands to reason that more and better work can be accomplished in healthy surroundings than in a plant where the lungs of employes must become contaminated with dust and dirt.

THE DUST COLLECTERS being installed today provide for the automatic collection and removal of 90% of the dust in an elevator. This percentage is gathered from the clippers, cleaners, garners, boots and heads. The remaining 10% is easily gathered into a pile alongside the floor sweep and is sucked up the wind trunking, to be reclaimed later at the dust house, where it may be bagged and sold.

Many efficient dust collectors are now on the market, but the designing of a system for an elevator, if economical and practical results are desired, should be entrusted only to an expert in that line. The local tinsmith may promise a lower first cost, but he can guarantee nothing as to results.

Location of cyclones, fans, and intakes will depend entirely upon the arrangement and construction of the individual elevator. In the larger houses it has sometimes been found advisable to place subsidiary fans in the cupola rather than depend upon a single large blasting unit. Country elevators would not find it necessary to use more than one fan, and with the improved models now on the market, that one will require very little space or power. Its selection should have the most careful attention of the elevator operator making the purchase.

THE FAN should, first, be perfectly balanced to avoid jarring the whole system during operation, and if possible it should be direct connected to its own motive power. If so connected, a saving in horsepower naturally results. The smallest reduction in the operating cost will eventually more than repay the greater first cost of the best fan obtainable. A heavy wire guard, if not in place at the time fan is purchased, should be placed over the intake before it is set in motion. It is well to have all fan housing bolts accessible from the exterior of the hous-



Joining of Main and Branch Wind Trunking.



ing. These little precautions sometimes prevent the loss of the use of the fan for a great length of time.

A certain amount of resistance to the air flow is prevalent in all systems due to friction or joining of the air currents, and this varies directly in accordance with the amount of air delivered. A sufficiently strong fan pressure and length of pipe is therefore required to overcome this resistance, and for this season improvements are constantly being made in the construction and arrangement of the fan blades. Thru these improvements a small and comparatively inexpensive fan is now able to do the work which formerly required old-fashioned fans of much larger proportions.

**JOINTS IN THE SUCTION** or blast trunking should be arranged by no one but a competent engineer. The angle at which the branch piping enters the main line governs the effectiveness of the entire system. For instance, if dust laden air is blown from a branch trunking into the main line at approximately a right angle more power is necessary to change the course of the branch discharge than would be needed if the vertex were less abrupt. A blunt shoulder in the joining invariably causes back pressure upon the fan, causes friction and retards the velocity of air needed. This means either a reduction in fan efficiency or the installation of a more powerful fan. Either is expensive and unnecessary.

The cost of generating power about an elevator, regardless of the purpose for which used, averages \$5 per horsepower per month providing the power is steadily used. Leaks in the suction or blast permitting air to escape, an inefficient cyclone, or joints not properly made, will quickly cause a waste of power, a loss of actual money, and indirectly increases the explosion hazard. Wherever joints are made, the main trunking from those points on must be sufficiently large to provide for all additional dust and air of the branch wind trunking. See engraving herewith. Secondly the trunking must be fireproof, preferably of light galvanized steel, and its seams must be so made as to render the pipes absolutely air tight, and smooth on the inside.

**THE INTAKES** should be placed so as to be readily accessible as floor sweeps, and in taking dust from cleaners, clip-pers, pits or sweeps should be so arranged as not to cause back pressure. Leakage of air thru the intakes should not be permitted.

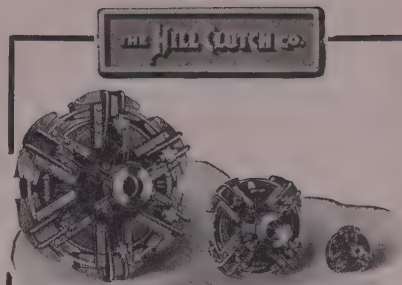
**THE CYCLONE**, that important factor in the system which separates the dust and air, should eliminate practically all resistance, must be absolutely free from friction, and to avoid sparks, can have no moving parts. Its duties consist of removing the material from the air at the point of discharge, depositing the dust by gravity wherever desired by the operator. The discharged air from cyclones built by local tinsmiths, is often so filled with dust as to cover surrounding premises with refuse presenting a condition very little in advance of the old-fashioned dust house. To meet the many different problems of installation presented by various types of elevators, and to eliminate any excessive use of wind trunking, these cyclones are made in either left or right hand design. But regardless of from which side the dust and air is forced into the cyclone, it must leave the trunking so as to strike the inside cyclone wall as near the top as possible, and tangent to the inside of the collector. Its entrance in this way gives a whirling motion to

the whole, the dust being thrown to the outside of the collector by centrifugal force. Other types of cyclone provide for the intake at the top with the exhaust for the cleansed air on the side of the cone. Either type if properly installed completely separates the dust from the air. As the air laden with dust enters the cyclone and the circular motion is imparted to it, the particles which are heavier than air work their way downward, entering the dust house, while the air is released thru the outlet.

**THE DESIGN**, material and workmanship of the different parts forming a dust collecting system are of great importance, but these are really secondary to the proper layout and installation of the system. No two elevators present exactly the same problems of installation, so it is the height of folly for an inexperienced man to undertake this important work. With so many men in the field specializing in dust collecting systems for grain elevators, and with the price of the reliable products as low as any quoted by the village tinsmith, there is no reason why any grain elevator operator should not obtain a serviceable system and a correct installation, guaranteed by a reliable fan expert. Such a system will pay for itself within a short time thru the saving in insurance premiums and the revenue from the collected dust.

**KITCHENER WHEAT** is a species of South African wheat, which was named after the late Lord Kitchener by natives on account of the following incident: Some of the acquaintances Kitchener had made in Africa once wrote to him that their wheat was suffering from rust, and asked him to send them some Tibetan wheat, which they had heard was immune from this disease. Kitchener sent the wheat, and later while at Nairobi he saw a few acres of growing wheat named Kitchener wheat, and learned that it was the result of mixing with the native variety a certain Tibetan wheat received from a part of South Africa 2,000 miles distant, which was the wheat Kitchener had sent, the natives giving the resulting production from the cross-breeding, the name of Lord Kitchener. The name of Dr. Chevallier, who was Kitchener's grandfather, was given to a famous barley years before.

**CLIMATIC VARIATIONS AND ECONOMIC CYCLES** is a subject that has been given much attention recently by such scientists as Petterson, Moore, Clayton, Bruckner and others, and interesting conclusions respecting the relation between rainfall, crops and economic life have been reached. From a study of the rainfall in the Ohio Valley and Illinois and its relation to the growth of corn, oats and hay, Moore concludes that "the weather conditions represented by the rainfall in the central part of the United States, and probably in other continental areas, pass thru cycles of approximately 33 years and 8 years duration, causing like cycles in the yield per acre of the crops. The rhythm in the activity of economic life, the alternation of buoyant, purposeful expansion with aimless depression, is caused by the rhythm of the yield per acre of the crops, while the rhythm in the production of the crops is, in turn, caused by the cyclical changes in the amount of rainfall. The law of the cycles of rainfall is the law of the cycles of crops, and the law of economic cycles."



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GRAIN DEALERS JOURNAL

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## Supreme Court Decisions

**Crop Mortgage.**—Where a crop mortgage was given to secure the purchase price of land under a contract of sale providing for payment of certain sums on dates specified, the mortgagee could not retain the entire proceeds of the crop and apply them on the price, but was entitled only to the amount of the payment then due; the instruments being concurrent and requiring construction as one contract.—*Morrow v. Wells*, District Court of Appeal, California. 158 Pac. 226.

**Sufficiency of Notice of Damage.**—Under a shipping contract requiring the shipper to give written notice to carrier within four months of delivery, for loss, damage or delay, held that notice of damage to berries "on account of delay," could not mislead nor relieve the carrier of liability, where the damage was caused not by delay but by improper care in transit.—*R. W. Gess Commission Co. v. Ill. Cent. R. Co.* Kansas City Court of Appeals, Missouri. 186 S. W. 1136.

**Margin Security.**—Where a customer delivered to his stockbroker a certificate of stock insufficiently indorsed for transfer, stating he would make a valid transfer when requested, the delivery being for margin security, the right of the broker was in the nature of an equitable mortgage with a right to have the legal title transferred to him to make the stock available for borrowing money thereon.—*Boston Safe Deposit & Trust Co. v. Adams*. Supreme Judicial Court of Massachusetts. 113 N. E. 277.

**Interstate Commerce.**—Where a shipment of hogs was consigned from one point in Missouri to another, but the route of the connecting carrier went into Kansas passing through several towns where the hogs were unloaded and fed, although the shipping contract by the initial carrier specified that it was to carry the shipment to Kansas City and there deliver it to the connecting carrier, it was an interstate shipment.—*Bowles v. Quincy, O. & K. C. Ry. Co.* Kansas City Court of Appeals, Missouri. 187 S. W. 131.

**Right to Crops.**—A sale made by the lawful occupant of land, which had been sold on execution, of a crop of corn which he had grown thereon passes a good title as against the grantee under the sheriff's deed, provided that, at the expiration of the period allowed for redemption, it is ripe in the sense that it has ceased to draw sustenance from the soil, notwithstanding it is not then fit to husk and put in a crib, or to market.—*Myers v. Steele*. Supreme Court of Kansas. 158 Pac. 660.

**Limitation of Carrier's Liability.**—A common carrier of goods may properly contract to restrict its liability by appropriate provision covering the due value of goods accepted for transportation, and the presentation by the carrier and acceptance by the shipper of a receipt containing in appropriate type and language the expression of such limitation establishes a contract between the parties, whether or not the shipper chooses to read it.—*Lichterman v. Barrett*. Supreme Court of New York. 159 N. Y. Supp. 929.

**Commercial Feeding Stuffs.**—"Unbolted corn meal" is excepted from operation of Acts 1911, p. 104, providing for the registration, tagging, sampling, and analyzing of "commercial feeding stuffs," expressly excepting unmixed meals made directly from entire grains of corn and certain other grains, since the courts judicially know that corn meal is an unmixed meal made from entire grains of corn, and that "unbolted corn meal" is simply meal not bolted, or from which the bran has not been sifted or separated.—*Miller Grain & Commission Co. v. International Sugar Feed Co.* Supreme Court of Alabama. 72 South. 368.

**Shipper Can Consolidate Shortage Claims in One Case.**—Where, in an action for the value of coal shipped in 3,678 freight cars during 3½ years and lost in transit, it appears that the trial will involve the examination of a long account and proof of the weight of the coal in each of the cars at point of shipment and point of destination, and that the issues are such that a jury trial thereof will be impracticable, a motion for a compulsory reference will be granted.—*Ellsworth Collieries Co. v. Penna. R. Co.* Supreme Court of New York. 159 N. Y. Supp. 1020.

**Failure to Furnish Cars.**—A complaint in action for penalties prescribed by Rev. St. 1911, art. 6680 (Vernon's Sayles' Ann. Civ. St. 1914, art. 6680), for alleged failure to furnish a car, alleging application for car to be placed on a spur track of another railroad, not designating as the place where the car was desired some station or switch of defendant, is demurrable, under Vernon's Sayles' Ann. Civ. St. 1914, art. 6679, requiring that application for cars shall state the place at which they are desired, and designate a place at some station or switch on the railroad.—*Missouri, K. & T. Ry. Co. v. Harrell Gln Co.* Court of Civil Appeals of Texas. 187 S. W. 376.

**Surety Bond.**—Where a fidelity bond provided that all representations made by the employer to the surety were warranted to be true, the employer's statements or representations on the issuance of a renewal receipt that the employee had not to the knowledge of the employer been in default in the position covered by the bond and a renewal receipt, and had faithfully accounted for all moneys in his custody, and was not in default, made when none of the officers of the insured bank knew, or had any reasonable ground for knowing that the employee was in default, were not made recklessly, but in the honest belief that they were true, and their untruth would not defeat the renewal bond.—*Commercial Bank v. American Bonding Co.* Springfield Court of Appeals, Missouri. 187 S. W. 99.

**Validity of Intrastate Rates.**—Under Interstate Commerce Act, § 6, requiring carriers to file joint rates when they have been agreed upon, if not, the separate rates when no joint rates have been agreed upon, and requiring them to charge and receive no greater compensation than the rates prescribed, plaintiff, an interstate carrier, which had filed with the Interstate Commerce Commission a through rate for interstate shipments from points in one state to a point in another, must charge such rate, though the connecting carrier filed an intrastate tariff of local rates to the point of intersection of the two lines within the state, and there was a considerably less rate to the point of destination without the state from the point of intersection; the local rates not having been filed with the Interstate Commerce Commission.—*Alabama Great Southern Ry. Co. v. Geo. H. McFadden & Bros.* U. S. District Court, Pennsylvania. 232 Fed. 1000.

**Farmer's Short Delivery.**—In an action on a contract for sale of wheat, it not being alleged that there was an agreement that the plaintiff would not enforce the contract, but merely that there was a false representation by its agent that it would not exact the delivery, all oral negotiations or stipulations preceding or accompanying the execution of written agreement being merely merged in it, no contradiction of its legal effect by parol stipulations, preceding or accompanying its execution, are admissible. The defendant admitted the execution of the instrument, and alleged fraud in reducing the contract to writing, in that he agreed to deliver all wheat grown with certain deductions for feed and seed, while plaintiff agent secured this signature to an agreement to deliver a stated amount, telling him that the plaintiff would not exact delivery of the full amount if he did not raise it, the answer did not contain sufficient facts to constitute a defense to the action of law, or justify a conclusion of fraud on the part of the plaintiff.—*Interior Warehouse Co. v. Dunn*. Supreme Court of Oregon 157 Pac. 806.

**What Law Governs Arbitration.**—Where the parties agreed in writing to submit their controversy in writing to arbitrators with knowledge that the hearing would be held and the award made and published at the office of the arbitrators, in Indiana, and the contract was neither entered into nor performed in Missouri, and did not become effective until filed in Indiana, the question of the validity of the proceedings and award are to be determined by the law of Indiana relative to arbitrations.—*Thatcher Implement & Merc. Co. v. Brubaker*. Kansas City Court of Appeals, Missouri. 187 S. W. 117.

**Payment by Draft.**—In an action to recover from consignee amount of sight draft, where bank draft issued in payment thereof was not paid, an instruction that defendant was not liable if he had nothing to do with purchase of bank draft, held erroneous as in conflict with the law and facts of the case. Where bank draft issued by defendant's bank in payment of freight bill with sight draft on defendant attached was unpaid because of failure of the bank, the defendant was liable therefor, in the absence of an agreement by the payee to accept the draft as absolute payment.—*Globe Express Co. v. Taylor*. Supreme Court of Colorado. 153 Pac. 717.

**What Constitutes Payment of Draft.**—Where a bank sends to a correspondent bank a draft with a B/L attached for collection, and the drawee has on general deposit with the collecting bank, when the draft is received, a sum more than sufficient to pay it, and in conformity with his usual custom and course of dealings, instructed the collecting bank to pay the draft, and the collecting bank agrees to pay it by charging it to his account, and thereupon surrenders to the drawee the B/L attached to the draft, in accordance with this understanding and agreement, the transaction constitutes a payment of the draft as between the drawer and the drawee, altho the collecting bank was insolvent at the time and was placed in the hands of receivers on the following day, its insolvency being unknown to the drawee at the time he received the B/L and directed that the amount of the draft be charged against his account with the bank, and so far as appears, being also unknown to the officials of the bank at that time.—*Empire Cotton Oil Co. v. Sellars*. Court of Appeals of Georgia. 89 S. E. 454.

**Local Law Does Not Govern Interstate Shipment.**—A carload of grain originally shipped from Yanka, Neb., consigned to Topeka, Kan., to the order of the consignors, with a direction to notify, "care of Santa Fe for shipment," a grain company residing and doing business at Kansas City, Mo., to which the bill of lading was indorsed with draft for the purchase price attached, must be deemed to have moved in a continuous interstate commerce shipment from the date of the departure from Yanka to the termination of the transit over the Santa Fe Railroad from Topeka, Kan., to Elk Falls, Kan., under an exchange bill of lading which the grain company had obtained from the agent of the Santa Fe at Kansas City, consigning the identical car then still in transit to their own order at Elk Falls, and, therefore, the delivery of the car to the Santa Fe at Topeka for further movement was not a new and distinct shipment in intrastate commerce. A holding that facts which were otherwise pertinent and controlling in a suit against a carrier for delay in the delivery of an interstate shipment, in which the carrier relied upon certain conditions in the interstate bill of lading as a defense, must be put out of view because a bill of lading in the hands of an innocent purchaser is in fact negotiable paper, giving greater rights to him than could be enjoyed by the shipper or by the one from whom he had acquired the bill, amounts to a decision of a Federal question which will sustain a writ of error from the Federal Supreme Court to a state court.—*Atchison, Topeka & Santa Fe Ry. Co. v. J. R. Harold*. Supreme Court of the United States. 36 Sup. Ct. Rep. 665.



**Connecting Carriers.**—Under the Carmack Amendment to the Interstate Commerce Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595; Fed. Stats. Ann. Supp. 1909, p. 273 (U. S. Comp. St. 1913, § 8592), a common carrier which receives goods for transportation from a point in one state to a point in another, if it routes the consignment over the line of another common carrier, makes the latter its agent, and is liable to the owner of the goods, or his assigns, for any damage which results from negligence or carelessness in transportation, whether the damage occurs upon its own line or upon that of the carrier to which it delivers the consignment. An initial carrier is not liable for damage to goods occurring on lines not its own, and over which they were routed without notice to it. The obligation of such a carrier ceases when the goods reach the destination, in good condition, to which they were originally consigned. Where the evidence shows that when goods were originally loaded they were in good condition and were properly loaded, the presumption is that they remained in that condition until the contrary is shown.—*Barrett v. Nor. Pac. Ry. Co.* Supreme Court of Idaho. 157 Pac. 1016.

## Buyer to Pay Commission.

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, in the case of Van Dusen Harrington Co., of Minneapolis, Minn., plaintiff, v. Mayo Milling Co., of Richmond, Va., defendant, held that the buyer agreeing to give the seller a future in exchange must pay the commission on the future.

The contract read:

Richmond, Va., Oct. 28, 1915.

Sold to Mayo Milling Co., of Richmond Va., for account of the Van Dusen-Harrington Co., of Minneapolis, Minn., 50,000 bus. of Sulphured "Snowflakes," 38-lb. White Clipped Oats, at 4c over Chicago December delivered Richmond. Subject margin call from buyer or seller.

Time of shipment, not including date of sale, Sundays and national holidays, November, 1915, with carrying charge of 4c per bu. every 15 days or fraction thereof thru May, 1916, beginning Dec. 1st, 1915.

Route — Kanawha. Dispatch. Final weight. Settlement. Minneapolis. Official. Terms of Sale—Dfts. payable arrival cars.

What inspection—Like type sample.

Remarks: Buyers to give seller Chicago December prior to Dec. 31st, 1915. Shipping instructions to be given 15 days prior to each storage period.

It will be noted that this contract provides that the defendant is to give the plaintiff 50,000 bus. Chicago December oats, prior to December 31, 1915.

The only way that the defendants could fill this part of the contract was to buy the December oats.

On Dec. 7, the defendants instructed the plaintiffs to buy 50,000 December oats at 43½c or less. The plaintiff did so.

In their argument the defendants held that they presumed the plaintiffs had this 50,000 bus. December oats sold in Chicago and that when they (the defendants) wired the plaintiff to buy the December oats it would simply be a case of the plaintiff covering a sale already made and no expense would be incurred.

It is the opinion of this com'te that the Mayo Milling Co. should pay this charge as their contract distinctly provides that they shall give the plaintiff 50,000 bus. Chicago December oats and any expense incurred in their securing these oats should rightfully be paid by them.

This com'te finds in favor of the plaintiff for \$75 the amount of damage claimed.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**Western Trunk Lines, Sup. No. 10** to Circular 1-M gives rules, regulations and exceptions to classifications, issued by E. B. Boyd, agt., Aug. 3.

**C. C. C. & St. L. Sup. No. 9** to 1401-C gives rates on grain, grain products and by-products and starch from C. C. & St. L. & Cin. Nor. stations to Ohio points, Kenova, W. Va., and Ashland, Ky., effective Aug. 28.

**St. L. & S. F. Sup. No. 19** to 1588-A gives rates on grain and grain products and seeds between Mo., Ill. and Minn. points, Milwaukee, Wis., and rate points, and points in Ark., Ill., Kan., Mo. and Okla., effective Aug. 15.

**C. G. W. Sup. No. 24** to 14595 is a joint freight tariff applying on commodities between Chicago, Ill., and stations on the C. G. W. Ry., and Hanover Ry. in Ill., and stations on Wabash Ry. in Ia. and Mo., effective Sept. 25.

**Illinois Traction System, freight tariff No. 450** gives joint and proportional rates on grain and grain products, carloads, from stations in Illinois on the Illinois Traction System to Cairo, Ill.; also lower Mississippi Valley points, effective Sept. 18.

**C. G. W. Sup. No. 23** to 15084 gives joint and proportional rates on classes and commodities between Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., St. Joseph, Mo., and stations taking same rates and stations on the C. G. W. Ry., effective Sept. 25.

**C. G. W. Sup. No. 3** to 50-D is a local and joint freight tariff showing reconsigning, concentration, storage, fabrication and feeding in transit, weighing and other miscellaneous rules and charges; also rental charges for use of private equipment, effective Oct. 1.

**Penna. Ry. Sup. No. 2** to Ohio, P-527 and W. T. Ry., Ohio, 70 gives rules and regulations governing car demurrage charges applying at stations and sidings on the P. C. C. & St. L. Ry., Penna. Co., Penna. Terminal Co., Cin. Leb. & Nor. Ry., Mfgs. Ry. and Wheeling Terminal Ry., effective Aug. 15.

**C. G. W. Sup. No. 27** to 33-B gives joint and proportional rates on grain, grain products and flaxseed, carloads, from Minneapolis, St. Paul, Minn., Council Bluffs, Ia., Omaha and So. Omaha, Neb., and other points named, to Memphis, Tenn., New Orleans, La., and other Miss. Valley points and Gulf ports, effective Sept. 22.

ABOUT A MONTH BEFORE the big advance in wheat started the Com'te on Statistics and Standards of the Chamber of Commerce of the United States, A. W. Douglas of St. Louis, chairman, issued a forecast of the wheat market, declaring that prices must certainly work lower on account of the large crops everywhere. This was soothing to the large bakers; and those who acted on the com'te's suggestion now find themselves compelled to pay \$1.50 per barrel more for flour. Many others less prominent than Mr. Douglas shared the same opinion, that wheat was due for a decline, forgetting the wheat market has a habit of immediately discounting every item of news affecting prices just as soon as made public, and that when the large surplus of the last crop and the big hard winter harvest became a matter of common knowledge prices must perforce have been at their lowest level.

## Hess Grain Driers

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The extensive use of Hess Driers at all exporting cities is wholly due to the fact that HESS-DRIED CORN keeps perfectly, arrives safely, and is demanded by buyers across the water.

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## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

## GRAIN DEALERS JOURNAL

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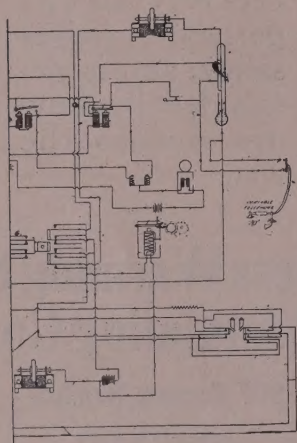


## Patents Granted

**1,194,704. Conveyor Belt.** (See cut). William F. Bowers, San Francisco, Cal. A flexible belt has a wear pad mounted on its upper surface, comprising a series of longitudinally disposed layers of textile fabric, set at a transverse inclination to the horizontal surface of the wear pad, and united one to the other so that the faces of adjacent layers overlap.

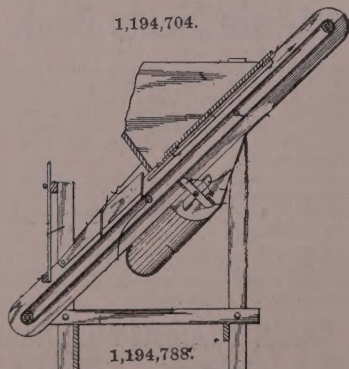
**1,195,193. Alfalfa Product.** Mark C. Rich, Bellefourche, S. D., assignor, by mesne assignments to The American Alfalfa Products Co., Denver, Colo. An improvement in the manufacture of alfalfa products for human consumption consists in cutting the alfalfa before it has become woody and fibrous, washing it; removing the woolly hair, dried secretions and adhering impurities therefrom; subjecting the alfalfa to artificial heat to prevent bleaching, and grinding it into flour.

**1,194,788. Grain Separator.** (See cut). Gustav O. Rund, Christine, N. D. A traveling endless apron has an upwardly moving inclined surface upon which grain is distributed by means provided for this purpose. A pair of arms are pivotally secured for swinging movement toward and from the upward moving incline surface, and a pair of grain retarding plates are attached to the arms, one in advance of the other, at points below the delivery of the grain upon the moving surface.



1,194,808.

1,194,704.



1,194,788.

**1,194,808. Temperature Indicating or Recording System and Appliance.** (See cut). Arthur Barry, Liverpool, England. Electrical systems for transmitting temperatures from a distance have a main line comprising thermo-electric means, an indicating instrument, battery and an adjustable rheostat, and a secondary line comprising a resistance having a zero temperature coefficient. A key switch is connected with the secondary line and the indicating instrument, whereby the main line can be tested with the standard secondary line, and adjusted by the adjustable rheostat.

### New Members Northwestern Grain Dealers Ass'n.

Since Nov. 1, 1915, the Northwestern Grain Dealers Ass'n, of which H. N. Stockett, Great Falls, Mont., is sec'y, has added the following new members, all at Montana points, unless otherwise stated:

Anderson & Ravitch, Waltham; A. F. & K. Elevator Co., Big Timber; Balfour-Greely Grain Co., Spokane, Wash., Great Falls; Benton Milling & Elevator Co., Fort Benton; D. G. Belt, Great Falls; Bozeman Milling Co., Wilsall, Clyde Park; J. W. Clark, Billings; Columbus Elevator Co., Columbus; Conrad Mercantile Co., Conrad; Cut Bank Grain Co., Cut Bank; Deer Lodge Valley Farmers Elevator Co., Deer Lodge; De Mers Mercantile Co., Arlee; W. P. Devereux Co., Lewistown, Bozeman; Dwight Mercantile Co., Perma; Equity Co-operative Association, Cascade, Great Falls; Baker, Conrad, Ross-ford, Hilger and Belt; Farmers Co-operative Co., of Brooks, Brooks; Farmers Elevator Co., Hyscham; Farmers Elevator Co., Roundup; Farmers Elevator Co., Valier; Farmers Elevator, Willow Creek; Farmers Equity Elevator, Grass Range; Farmers Exchange of Wilsall, Wilsall; W. T. Giese Grain Co., Wilsall; Greely-Schmidt Elevator Co., Fort Benton, Great Falls, Cut Bank, and Conrad; Wm. Grettum & Co., Great Falls; Handel Elevator Co., Musselshell; Helena Milling Co., Helena; Joliet Milling Co., Joliet;

W. G. Kirkpatrick, Lewistown; Lake & O'Leary, Great Falls; Lewis Grain Co., Brady; Lewistown Feed & Seed Store, Lewistown; May Mercantile Co., Stevensville; John McVay, Great Falls; Bill Miles & Brother, Livingston; Milk River Elevator Co., Chinook; Montana Elevator Co., Ware, Conrad, Collins, Dover, Gilman, Geyser, Ledger, Manson, Merino, Stanford, Sims, Valier, and Williams; M. M. Moser, Belt; Musselshell Mercantile Co., Musselshell; Musselshell Valley Grain Co., Forsyth; Oscar Nepstad, Grey Cliff; George A. Norman, Independent Elevator, Ethridge; Occident Elevator Co., Roberts, Edgar; Park City Milling Co., Park City; H. Poehler Co., Billings; Powers Elevator Co., Savage, Big Timber; G. R. Powers, Belgrade; The T. C. Power Co., Helena; Randall, Gee & Mitchell Co., Great Falls; Reed Point Farmers Elevator Co., Reed Point; Roberts Elevator Co., Roberts; Rock Creek Farmers Elevator Co., Red Lodge; Rumsey & Co., Chicago, Ill.

St. Anthony & Dakota Elevator Co., Devon, Chester, Gildford, Hingham, Inverness, Kremlin, Lothair, and Rudyard; Simms Feed & Graham Mill, Simms; State Elevator Co., Verona, Ulm, Great Falls; State Milling Co., Manhattan; Stevensville Feed Mill, Stevensville; Three Forks Milling Co., Three Forks; Treasure State Grain & Seed Co., Huntley; Victor Commercial Co., Victor; J. D. Waldron, Independent Elevator, Winifred; E. L. Welch Co., Minneapolis, Minn.; E. S. Woodworth & Co., Minneapolis, Minn.; and Quinn-Shipherdson Co., Lewistown.

CHARLTON & BAGSHAW, grain dealers, brot suit against the Liverpool Grain Storage & Transit Co., Liverpool, Eng., to recover damages for deterioration of wheat in store, short delivery and admixture, and the court of king's bench recently decided the deterioration was due to the dampness of the grain rather than to negligence, throwing out the claim for \$20,000 on account of the alleged negligence; but giving judgment for \$6,000 for the short delivery and mixture.

### Elevator Motors Require Low Voltage Release.

Some manufacturers of electric motors having made it a practice to inform prospective buyers of motors that an oil switch or starter with low voltage release was not required on their motors, as required by the grain mutual insurance companies, the matter has been taken up by the Grain Dealers National Fire Insurance Co.

Country grain elevators take current from power plants that are more or less unreliable and deliver a current of fluctuating voltage. On an interurban traction line, for example, a bunching of cars will use excessive current, causing the pressure to drop off and the motors to stop running.

In an elevating leg the stopping of the motor with a string of loaded buckets often causes a choke-up; and when the full pressure of current returns the motor can not start the extra load.

C. F. Schoonmaker, power specialist of the General Electric Co., takes a position in accord with the recommendations of the grain mutual insurance companies, stating that "Under no circumstances should a motor be installed in a grain elevator or flour mill without low voltage and overload protection. The low voltage protection is absolutely necessary in case the power supply should fail in order to cut the motor off of the line. Should the motor not be cut off of the line and the power supply be returned to the motor, the motor is very apt to burn up. Under these conditions it would be easy for one fuse to blow and single-phase the motor. This would mean that the motor would not start but simply stay on the line until it burned up unless it was cut off. Every motor installed in a grain elevator or flour mill should have overload protection, preferably overload relays enclosed in dust proof covers, set for 25% overload, so that they could cut the motor out on greater overloads."

A GRAIN RATE BOOK has just been issued from the office of the railroad commissioner of the Commercial Club of Kansas City. The book, which is entitled "The Kansas City Board of Trade Grain Tariff," was compiled by I. T. Hanson, and replaces a rate book issued two years ago called the Wilson Rate Book. It shows the rate west of the Missouri river for traffic applying on carload lots of wheat and corn from stations in Kansas, Nebraska and Oklahoma to Kansas City, Omaha, St. Louis, Chicago, Memphis and gulf ports for export. Proportional rates from St. Louis and Chicago to Atlantic seaboard points also are shown.

## Books Received

**DUST EXPLOSIONS AND FIRES** in grain threshing machines in the Pacific Northwest is taken up in Bull. No. 379 of the United States Department of Agriculture. An able treatise of this subject, with illustrations is given by David J. Price, Engineer in Charge of Grain Dust Explosion Investigations, Bureau of Chemistry, and E. B. McCormick, Chief, Division of Rural Engineering, Office of Public Roads and Rural Engineering. It gives the results of investigations in this field, and suggests methods developed for preventing explosions and extinguishing fires.



# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

AN INSTANCE demonstrating the fire hazard in elvtrs. was recently given in Minneapolis, when a fire that was smoldering in the Martin Elvtr. Co.'s elvtr. on the Northern Pacific tracks for at least three or four days finally broke out, and damaged the elvtr. to the amount of about \$500. There were 25,000 bus. of wheat stored in the elvtr. at the time of the fire, which was also damaged by fire and water. Smoke had been noticed at times in the elvtr., but firemen sent to investigate were unable to locate the fire. There are many places in and about an elvtr. where fire may possibly start without the knowledge of anyone, and from unknown causes, and in the above instance, the fire was even difficult to locate, which emphasizes the necessity of the utmost precaution in every detail of the operation of the elvtr. with a view towards eliminating every possible cause of danger from this source.

AN INSURANCE RECORD BOOK has recently been issued by the Millers National Insurance Co., Chicago, Ill., for its policy holders. This book is designed for the purpose of helping the policy holder keep track of the insurance he carries on his elevator or mill, and is a very complete record book with space for both mutual and short term policies. The book is very conveniently arranged, simplifying the matter of keeping track of insurance policies, so that with this book in use it will be an easy matter to keep insurance matters in order. During the grain season, when increased insurance is being taken out on the grain, some systematic record should be kept of it. Very often when the policies are held by the banks, it is difficult to ascertain the exact amount of insurance carried, as the policy holders do not remember the amounts. A better system of keeping record of insurance carried will facilitate the adjusting of losses, as it will be able to tell how many and what insurance companies are involved.

THE FIRST copy of the new safety calendar issued by the Millers Mutual Casualty Insurance Co. is out, and the company announces that it will be followed each month by a similar calendar. It is adapted to be posted on a bulletin board, and is designed to bring home to the elevator operator the need of "safety first" in all operations about the plant, each day of the month, and every month in the year.

## TO SELL SHORT WITHOUT THE CASH GRAIN IS SPECULATION TO GO SHORT ON INSURANCE IS SOMETIMES SPECULATION

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E. H. Moreland, Secretary.

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chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

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An Illinois Manager woke up the other night and saw his elevator climbing skywards in bright red streaks. No one knows how the fire started, but the whole community knows that there was \$17,000 worth of grain on hand, with \$1,200 insurance to protect it. "I would have had the grain all out in ten days," was the old, old reason. Where would you be with a fire to night—a careful man of business to be trusted with other people's property, or an object of pity? Try the "Grain Dealers Way" and you won't need your friends.

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